

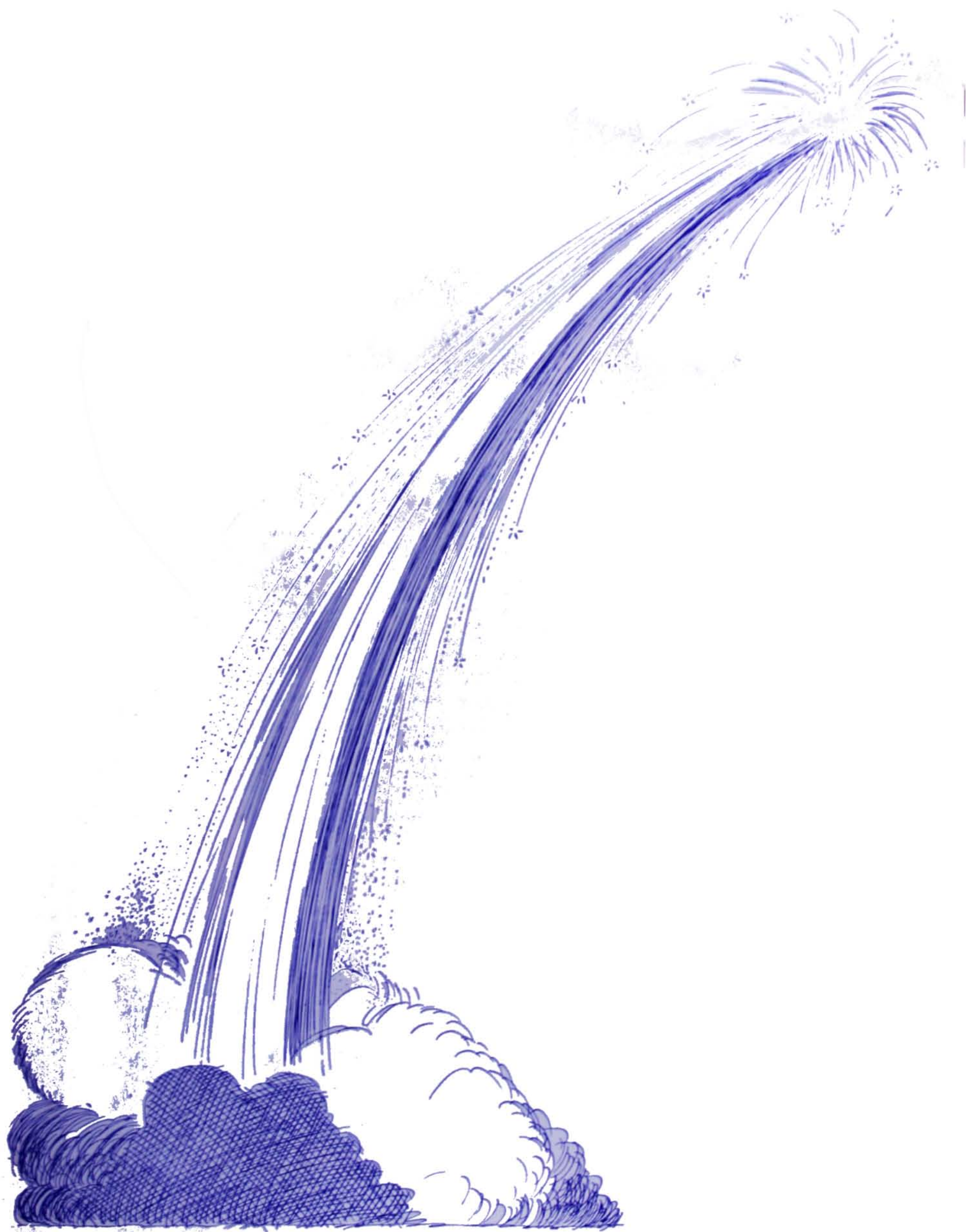
MARE ISLAND

1854

1946

PACIFIC CENTER FOR NAVAL REPAIR AND CONSTRUCTION
VALLEJO, CALIFORNIA

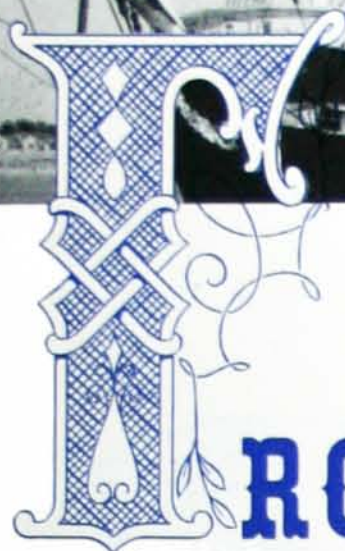
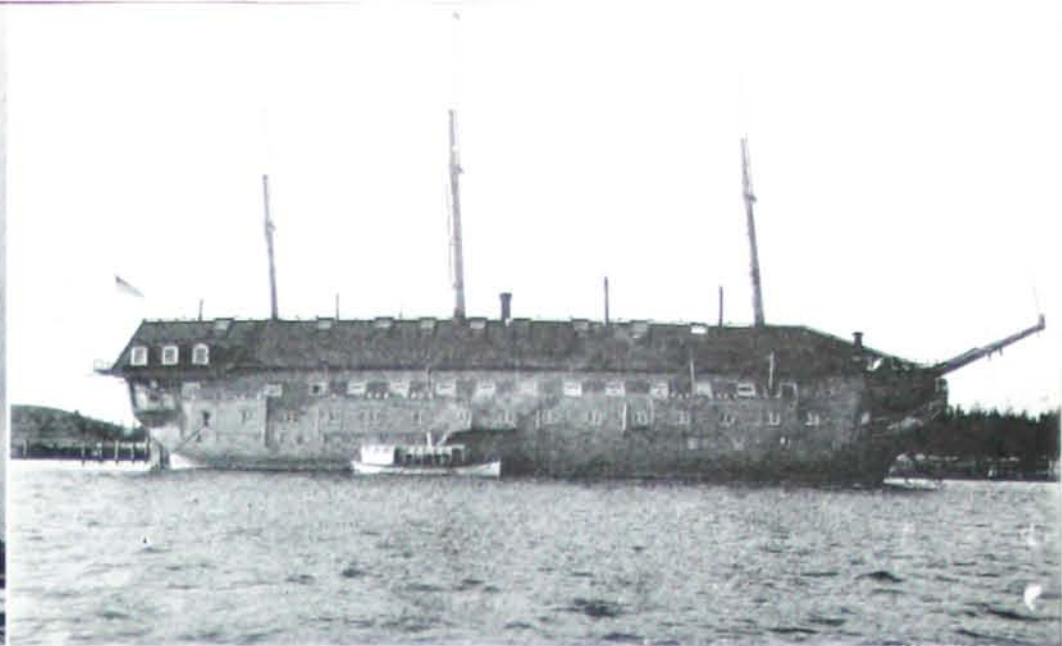
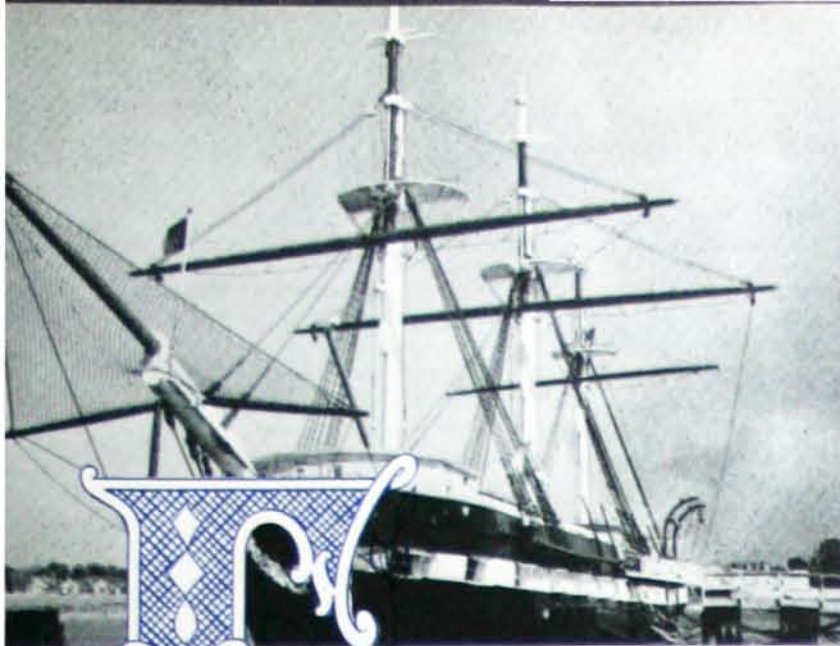




A N E P I C I S B O R N

DUST STILL HUNG ON THE TRAILS OF THE 49ER'S. THE CRY "GOLD!" RANG IN THE LAND. A LUSTY NEW STATE HAD JUST BEEN BORN "CALIFORNIA!" AND, IN THAT SAME FATEFUL YEAR OF 1850, THE UNITED STATES MADE ONE OF ITS WISEST INVESTMENTS—THE PURCHASE OF MARE ISLAND . . . THIRTY-FIVE MILES NORTHEAST OF SAN FRANCISCO ON AN ARM OF SAN PABLO BAY THIS ISLAND OF SCRUBBY TREES AND PRAIRIE GRASS HAD QUIETLY AWAITED ITS DESTINY. ACROSS THE DEEP CHANNEL WERE THE ROLLING HILLS AND LANDS OF THE CATTLE BARON, GENERAL MARIANO GUADALUPE VALLEJO, WHO GAVE HIS NAME TO THE CITY OF VALLEJO, THAT NOW THRIVING COMMUNITY WHOSE LIFE IS SO CLOSELY INTERTWINED WITH MARE ISLAND . . . THE HARD RIDING GENERAL, FRIEND OF THE GOVERNOR OF MEXICO, BUT CHAMPION OF STATEHOOD, WAS RESPONSIBLE FOR THE QUIANT NAME OF THE NOW GIGANTIC NAVAL SHIP REPAIR AND BUILDING YARD. ONE BLUSTERY AFTERNOON A SUDDEN SQUALL OVERTURNED A CATTLE BARGE TRANSPORTING THE GENERAL'S FAVORITE WHITE MARE ACROSS THE STRAITS. THE MARE FINALLY SCRAMBLED TO SAFETY ON THE SMALL ISLAND. FOUND SEVERAL DAYS LATER, RUNNING WILD ON THAT YET UNNAMED BIT OF LAND, THE HORSE WAS RETURNED TO HER OWNER, WHO HENCEFORTH CALLED THE ISLAND "ISLA DE LA YERGUE," OR ISLAND OF THE MARE — NOW KNOWN AS MARE ISLAND.





FROM CLIPPER SHIPS to STEEL AND STEAM

In the wake of the Gold Rush, and in ever-increasing numbers, came the settlers. Long columns of ox carts and covered wagons streamed across the plains, over the Great Divide and down the Pacific slopes. Shipload after shipload rounded the Horn, headed for the promised land. California became the first of the United States bordering on the broad reaches of the Pacific Ocean.

With this growth in population came increasing governmental responsibilities. Realizing these responsibilities, the U. S. Navy had surveys under way as early as 1850, and in that year Commodore John D. Sloat, USN, recommended the purchase of Mare Island as a home base for servicing and supplying the growing number of ships the Navy must keep in the Pacific.

The investment of a paltry \$83,410 brought to our Government a base which, in 90 years, was to become the most important naval construction and repair yard in the Pacific.

Mare Island was officially established as a Navy Yard on 16 September 1854 when then Commander David G. Farragut, USN, took first command. The yard became home base for the Pacific Squadron of 12 wooden ships.

Excerpts from Farragut's first letter to the Secretary of the Navy, written on 15 September 1854, are of historical interest:

SAN FRANCISCO
SEPT. 15TH, 1854

SIR:

I HAVE THE HONOR TO REPORT MY ARRIVAL AT THIS PLACE YESTERDAY 14TH INST., AND HAVE MADE ARRANGEMENTS TO MOVE THE "WARREN" UP TO "MARE ISLAND" AS SOON AS POSSIBLE. IT WILL BE ABSOLUTELY NECESSARY TO HOUSE IN A PORTION OF HER DECK, TO MAKE US COMFORTABLE WHICH SHALL BE DONE AS ECONOMICALLY AS POSSIBLE. I FIND PRICES VERY HIGH HERE GENERALLY, BUT A STATE OF THINGS EXISTS THAT CANNOT LAST LONG—THAT IS ALMOST EVERY MAN WHO WORKS, SUPPORTS AT LEAST ONE IF NOT TWO IDLERS AND HE WHO WORKS EXACTS FULL WAGES.—BUT I HAVE NO DOUBT THAT WE WILL BE ABLE TO GET LABORERS AT \$3 OR \$4 PER DAY AND THE MECHANICS AT \$6 OR \$8. TIMBER IS LOWER NOW THAN EVER KNOWN HERE, IN FACT THINGS GENERALLY SELL AT MODERATE PRICES BY WHOLESALE.

WHERE MEN ARE EMPLOYED BY THE MONTH (AS THE ARMY DO IN BUILDING FORTS) THEY CAN BE HAD AT \$60 PER MONTH AND FOUND, BUT THIS I THINK A BAD AS WELL AS A MORE EXPENSIVE PLAN FOR US, AS WE WOULD HAVE TO BUILD THE ACCOMMODATIONS FOR THE MEN.

I WOULD BE GLAD TO HAVE A SEARGANTS GUARD OF MARINES FOR THE PROTECTION OF THE WARREN AND NAVY YARD—IT WOULD CONTRIBUTE GREATLY TO THE SAFETY OF THE PUBLIC PROPERTY AND THE PRESERVATION OF ORDER.

I WILL PROCEED TO TAKE UP MY ABODE AT MARE ISLAND, TOMORROW THE 16TH INST.

RESPECTFULLY,
YOUR: OBT. SV.,

SIGNED: D. G. F.
Com. Off.

Farragut went on to greater glory at Mobile Bay where, shouting his famous battle-cry, "Damn the Torpedoes! Full Speed Ahead," he led that historic attack. But the pioneer shipbuilders who had come from the East to build and repair ships at Mare Island settled in and around Vallejo and made the Navy Yard their career. It is from this sturdy stock that many of Mare Island's key workers trace their heritage today. Many third and fourth generation descendants of those skilled craftsmen of yesteryear are employed now at the shipyard.

Gradually steam propelled steel ships replaced the wooden frigates along the Mare Island waterfront. Through the Civil War, the turn of the century, and the Spanish-American War, Mare Island and the spreading community of Vallejo that housed and fed its workers grew side by side. Opening of the Panama Canal brought Mare Island ships closer to the turbulent shores of the European powder keg. At the same time, speedier ships and improved communications closed the gap between the Far East and the Gold Coast of the United States.

Strategically Mare Island was growing in importance, and its building program grew to meet the new responsibilities. Already industrial shops, originally housed in what is now the Pipe and Copper Shop, built in 1855, had begun to spread across the 2,247 acres of usable and reclaimable land. Four drydocks and additional supply, administrative and industrial construction sprouted on the island. An ammunition depot was built on the southern part of the base. Already Mare Island was the largest Navy Yard, in area, in the world.

Shipyard facilities for construction and repair were a far cry from the simple industrial setup that started with the building of the wooden frigate USS Saginaw and the servicing of the Pacific Squadron, during the days of the doughty Farragut as Mare Island readied itself to meet its first test . . . World War I.



1. COMDR. D. G. FARRAGUT
Sept. 14, 1854—July 14, 1858
2. CAPT. R. S. CUNNINGHAM
July 14, 1858—March 13, 1861
3. CAPT. DAVID McDOUGAL
Commdg. March 13, 1861—
June 5, 1861
4. CAPT. W. H. GARDNER
June 5, 1861—May 28, 1862
5. CAPT. T. O. SELFRIDGE
May 28, 1862—Oct. 17, 1864
6. CAPT. DAVID McDOUGAL
Oct. 17, 1864—Sept. 5, 1866
7. COMMODORE THOS. T. CRAVEN
Sept. 5, 1866—Aug. 1, 1868
8. COMMODORE J. ALDEN
Aug. 1, 1868—March 14, 1869
9. CAPT. REED WERDEN
Commdg. March 14, 1869—
April 15, 1869
10. REAR ADMIRAL THOS. T. CRAVEN
April 15, 1869—Jan. 1, 1870
11. COMMODORE JOHN R. GOLDSBOROUGH
Jan. 1, 1870—April 15, 1871
12. CAPT. CHAS. H. BALDWIN
Commdg. April 15, 1871—
Sept. 15, 1871
13. COMMODORE E. G. PAR-
ROTT
Sept. 15, 1871—Sept. 3, 1872
14. REAR ADMIRAL THOS. O. SELFRIDGE
Sept. 3, 1872—July 3, 1875
15. REAR ADMIRAL JOHN RODGERS
July 3, 1875—April 17, 1877
16. COMMODORE E. R. COL-
HOUN
April 17, 1877—Jan. 15, 1881
17. COMMODORE THOS. S. PHELPS
Jan. 15, 1881—March 15, 1883
18. CAPT. JOHN IRWIN
Commdg. March 15, 1883—
Nov. 8, 1883
19. COMMODORE JOHN H. RUSSELL
Nov. 8, 1883—May 31, 1886
20. CAPT. F. V. McNAIR
Commdg. May 31, 1886—
June 15, 1886
21. REAR ADMIRAL GEO. E. BELKNAP
June 15, 1886—March 9, 1889



"DAMN THE TORPEDOES"

A LONG LINE OF FAMOUS MEN HELD THE HELM AT MARE ISLAND FROM THE COLORFUL FARRAGUT IN 1854, THROUGH FOUR MAJOR CONFLICTS, TO TODAY. COMMANDANT WHEN MARE ISLAND TURNED ITS MIGHTY PRODUCTION LINE TO SUP-
PORT OF THE FLEET IN WORLD WAR II WAS REAR ADMIRAL W. L. FRIEDEL, USN, WHO LEFT MARE ISLAND 28 JANUARY 1944 TO ASSUME NEW DU-
TIES AS COMMANDANT OF 11TH NAVAL DISTRICT.

FROM

FARRAGUT

22. COMDR. LOUIS KEMPF
Commdg. March 9, 1889—
April 4, 1889
23. REAR ADMIRAL A. E. K. BENHAM
April 4, 1889—June 8, 1891
24. REAR ADMIRAL JOHN IRWIN
June 8, 1891—May 6, 1893
25. CAPT. HENRY L. HOWISON
Commdg. May 6, 1893—July 17, 1893
26. CAPTAIN HENRY L. HOWISON
July 17, 1893—June 1, 1896
27. REAR ADMIRAL W. A. KIRKLAND
June 1, 1896—Aug. 12, 1898
28. COMDR. J. J. BRICE
Commdg. Aug. 12, 1898—
Oct. 5, 1898
29. CAPT. C. S. COTTON
Commdg. Oct. 5, 1898—Oct. 8, 1898
30. COMMODORE J. C. WATSON
Oct. 8, 1898—May 15, 1899
31. REAR ADMIRAL LOUIS KEMPF
May 15, 1899—March 29, 1900
32. CAPT. MERRILL MILLER
Commdg. March 29, 1900—
July 11, 1900
33. REAR ADMIRAL MERRILL MILLER
July 11, 1900—July 11, 1903
34. REAR ADMIRAL BOWMAN H. McALLA
July 11, 1903—June 19, 1904
35. CAPT. ALEX McCrackin
Commdg. June 19, 1904—July 4, 1906
36. REAR ADMIRAL HENRY W. LYON
July 4, 1906—Oct. 12, 1907
37. CAPT. THOS. S. PHELPS, JR.
Oct. 12, 1907—July 24, 1909
38. REAR ADMIRAL THOS. S. PHELPS, JR.
July 24, 1909—March 25, 1910

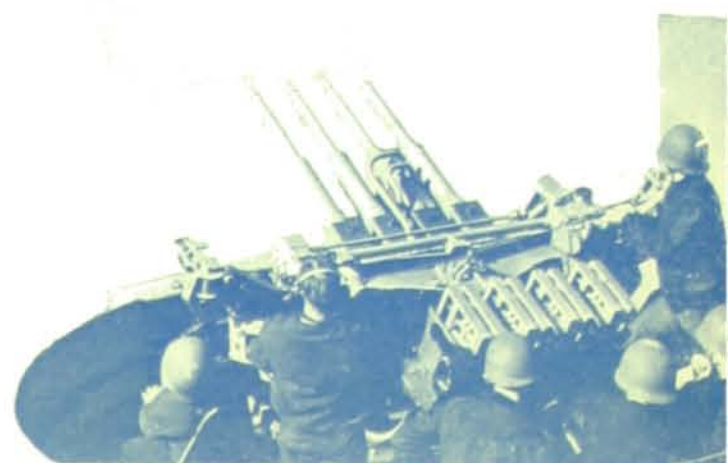
36. REAR ADMIRAL H. OSTERHAUS
March 25, 1910—May 15, 1911
37. CAPT. H. T. MAYO
May 15, 1911—April 22, 1913
38. CAPT. F. M. BENNETT
April 23, 1913—May 5, 1917
39. CAPT. HARRY GEORGE
May 5, 1917—Feb. 5, 1921
40. CAPT. E. L. BEACH
Feb. 5, 1919—Sept. 30, 1921
41. REAR ADMIRAL J. S. McKEAN
Sept. 30, 1921—Dec. 15, 1924
42. CAPT. JOHN M. LUBY
Dec. 15, 1924—April 2, 1925
43. REAR ADMIRAL JOHN H. DAYTON
April 2, 1925—Sept. 4, 1928
44. REAR ADMIRAL G. W. LAWS
Sept. 14, 1928—June 1, 1932
45. REAR ADMIRAL J. M. REEVES
June 1, 1932—June 7, 1933
46. CAPT. W. H. LASSING
June 7, 1933—July 25, 1933
47. REAR ADMIRAL Y. S. WILLIAMS
July 25, 1933—July 3, 1936
48. REAR ADMIRAL A. ST. C. SMITH
July 3, 1936—Jan. 4, 1937
49. REAR ADMIRAL C. S. KEMPF
Jan. 4, 1937—May 31, 1938
50. REAR ADMIRAL D. W. BAGLEY
May 31, 1938—Jan. 23, 1941
51. CAPT. A. D. DENNEY
Jan. 23, 1941—Feb. 24, 1941
52. REAR ADMIRAL W. L. FRIEDEL
Feb. 24, 1941—Jan. 28, 1944
53. REAR ADMIRAL M. S. TISDALE
Jan. 28, 1944—Nov. 30, 1945
NAVY YARD DISESTABLISHED
Nov. 30, 1945



TO

FRIEDEL





TISDALE

THE CRUCIAL YEARS

THE MAN WHO COMMANDED MARE ISLAND NAVY YARD IN ITS GREATEST YEARS AND WAS ITS LAST COMMANDANT, AS A NAVY YARD, WAS REAR ADMIRAL M. S. TISDALE, USN, WHO NOW COMMANDS THE SAN FRANCISCO NAVAL BASE . . . ON 30 NOVEMBER 1945 THE NAVY YARD WAS OFFICIALLY RE-CHRISTENED "MARE ISLAND NAVAL SHIPYARD, VALLEJO, CALIFORNIA," AND ITS FIRST AND ABLE COMMANDER WAS REAR ADMIRAL G. C. KLEIN, USN.



KLEIN



The First Test...

WORLD WAR I

MARE ISLAND HAD SEEN THE CHANGE FROM WOODEN SHIPS TO STEEL, FROM SAIL TO STEAM. AFTER YEARS OF GROWING, THROUGH THE CIVIL WAR AND THE SPANISH-AMERICAN FRACAS, WE MET OUR FIRST TEST: OUR ASSIGNMENTS OF WORLD WAR I. THIS "WAR TO END ALL WARS" BROUGHT NEW RESPONSIBILITIES. WE MET THEM.

MANY WARSHIPS WERE BUILT, INCLUDING THE DESTROYER WARD WHICH WAS LAUNCHED 16½ DAYS AFTER HER KEEL WAS LAID, A NEW RECORD.

OUR SPEED AND CAPACITY FOR REPAIR WORK GREW. THE SECOND AND THIRD GENERATIONS OF THE PIONEER BUILDERS WERE JOINED BY MANY HANDS FROM THROUGHOUT THE UNITED STATES. MORE THAN ANY OTHER SHIP REPAIR OR CONSTRUCTION ACTIVITY, A NAVAL REPAIR YARD REQUIRED HIGH SKILLS, TRAINED CRAFTSMEN.

THE BATTLESHIP U.S.S. CALIFORNIA WAS STARTED 25 OCTOBER 1916 AND GREW STEADILY ON NO. 1 BUILDING WAYS. DESTROYERS CAME TO LIFE AND WENT TO SEA: SHAW, CALDWELL, FAIRFAX, TAYLOR, WARD, BOGGS, KILTY, KENNISON, CLAXTON, HAMILTON, LITCHFIELD, ZANE, WASMUTH, TREVER, DECATUR.

NUMEROUS SUBMARINE TENDERS OF 110-FOOT LENGTH WERE BUILT. THE YARD RESTORED AND REBUILT MANY HUGE GERMAN LINERS WHICH HAD BEEN SCUTTLED OR SABOTAGED AT THE OUTBREAK OF THE WAR.

MARE ISLAND NAVY YARD BECAME OF AGE AS A VITAL BUILDING, REPAIR, SERVICE AND SUPPLY BASE FOR THE GROWING U. S. NAVY.



A BREATHING SPELL

THE SLOGAN HAD BEEN "MAKE THE WORLD SAFE FOR DEMOCRACY" . . . BUT WAS IT?

THE IDEALISTS AND WISHFUL THINKERS STEPPED IN . . . DISARMAMENT . . . "SCUTTLE THE NAVY" . . . "IF WE BREAK UP OUR DEFENSES AS A SIGN OF GOOD FAITH, NO ONE WILL ATTACK US!"

IT WAS A COSTLY MISTAKE. SHRINKING BUDGETS SENT AWAY MANY SKILLED WORKMEN; IRREPLACEABLE MAN-POWER, LOST IN AN ERA OF FALSE ECONOMY. EMPLOYMENT FELL FROM A WAR PEAK OF 10,500 TO A LOW OF 2,804 IN 1925.

YET, DESPITE THE MISUNDERSTANDINGS OF THE PEACE THAT WASN'T A PEACE AND UNDER NAVAL LIMITATION TREATIES, MARE ISLAND CONTINUED TO GROW IN THE "KNOW-HOW" OF EFFICIENT BUILDING AND REPAIR. THE BATTLESHIP CALIFORNIA WENT TO SEA (SEE KEEL LAYING, UPPER RIGHT, PG. 7). THE CRUISERS SAN FRANCISCO AND CHICAGO, A FEW DESTROYERS AND MARE ISLAND'S FIRST MODERN SUBMARINE, THE NAUTILUS, TOOK SHAPE ON THE WAYS. OTHER SUBMARINES FOLLOWED.

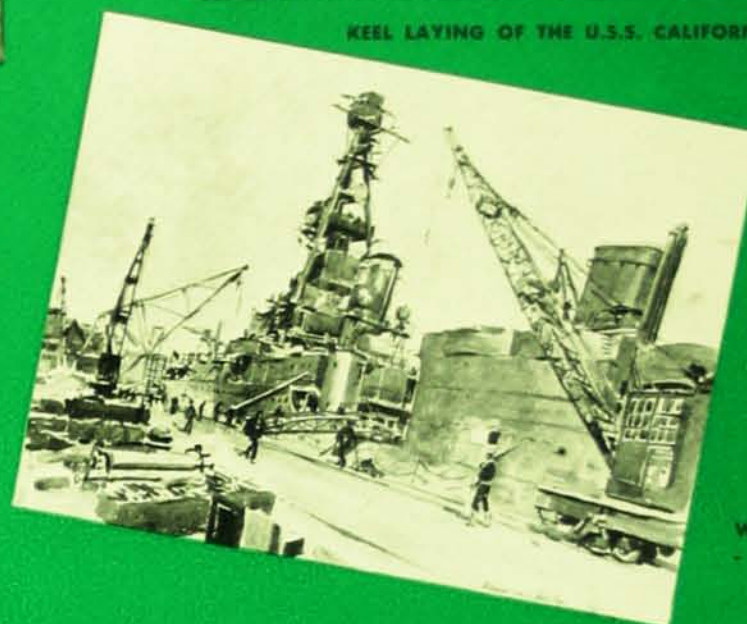




LAUNCHINGS WENT ON



KEEL LAYING OF THE U.S.S. CALIFORNIA



WATERFRONT
IN ART

AS THE INTERNATIONAL GANGSTERS IN EUROPE AND THE ORIENT BEGAN TO BEAT THEIR CHESTS, AND "DIPLOMACY" AND INTERNATIONAL LEADERSHIP FOR PEACE MADE BLUNDER AFTER BLUNDER, WISE HEADS IN WASHINGTON SENT THE WORD. OTHER FAR SEEING LEADERS AT MARE ISLAND, WORKING UNDER SEVERE BUDGETARY LIMITATIONS, BEGAN TO SHAPE THE YARD TO MEET THE CHALLENGE ANOTHER WAR MIGHT BRING.

COMMUTER BUS TRANSPORTATION FOR MANY WORKERS, CAFETERIA SERVICE, YARD TRANSPORTATION, HOUSING, BUILDING WAYS FOR DESTROYER-ESCORTS, IMPROVED SHOP FACILITIES . . . ALL WERE PART OF THE FAR SEEING OPERATION PLAN FOR MARE ISLAND AS WAR CLOUDS GATHERED AGAIN. UNDER ADMIRAL FRIEDEL AND YARD MANAGER CAPTAIN F. C. CRISP (NOW REAR ADMIRAL), MARE ISLAND JUMPED THE GUN ON "PREPAREDNESS," AND, DESPITE SEVERE ECONOMIC LIMITATIONS, WAS READY.



A NEW ONE FOR TRANSPORTATION



HIS MAJESTY'S SHIP IS REPAIRED



A SLAP IN THE FACE

7 DECEMBER 1941

MARE ISLAND HAD A WAR ON ITS DOOR STEP! ACROSS THE PALI, DOWN OVER HONOLULU, AND ABOVE PEARL HARBOR THE JAPANESE STRUCK A TREACHEROUS BLOW. THE ANGUISH AND PAIN OF THOSE WHO FOUGHT BACK BRAVELY WITH SO LITTLE AT PEARL HARBOR WAS A CLARION CALL TO THE PRODUCTIVE STRENGTH THAT WAS IN MARE ISLAND AND WAS A POIGNANT WARNING TO THOSE WHO HAD SAID A FEW YEARS BEFORE "SCUTTLE THE NAVY!" . . . WHO WANTED TO SAVE AT THE EXPENSE OF OUR DEFENSE.

FROM MARE ISLAND THE CALL WENT OUT . . . MEN, WOMEN, SKILLED MANPOWER — COME BACK! . . . SUPPLIES . . . MATERIALS . . . FOOD . . . HOUSING . . . APPROPRIATIONS . . . ORDERS.

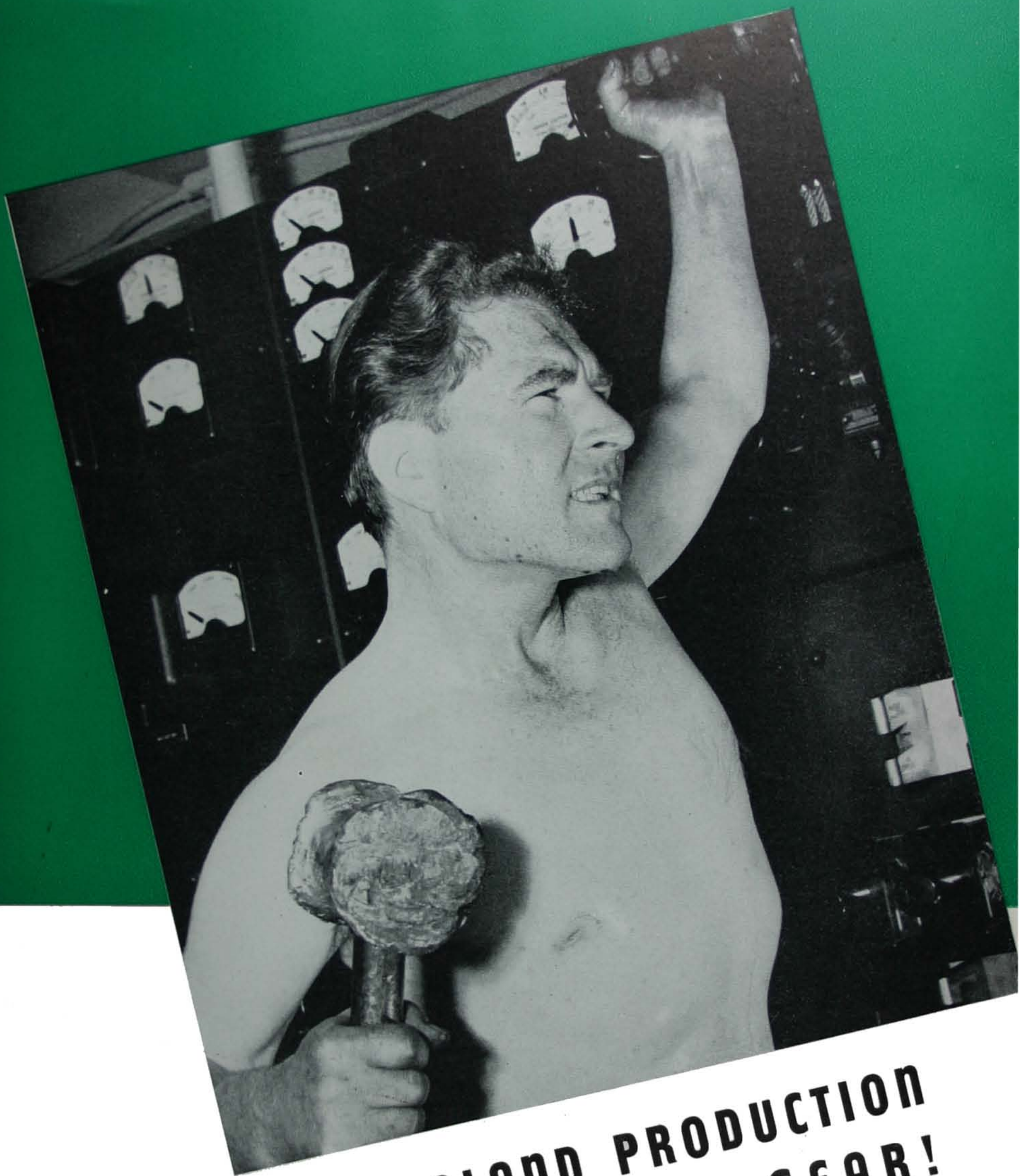
MANY OF THE YOUNGER WORKERS AT MARE ISLAND PREPARED THEMSELVES TO LAY DOWN THEIR TOOLS AND PICK UP A GUN; MANY WERE PREVENTED FROM TAKING UP ARMS BY THE DESPERATE NEED FOR THEIR SKILLS. OTHERS, UNABLE TO GO BECAUSE OF AGE OR INFIRMITIES, TURNED TO THE JOB OF BACKING UP THE MEN AT THE FIGHTING FRONTS WITH PRODUCTION.

THE ENEMIES OF THE UNITED STATES HAD NOT COUNTED ON THE COLOSSUS OF PRODUCTION IN THIS COUNTRY. MARE ISLAND WAS A VITAL LINK IN THIS PRODUCTION LINE, WAS NOW THE MOST STRATEGIC NAVY YARD IN THE WORLD.

WORLD WAR II WAS UPON US! IT WAS A CHALLENGE! AND WE HAD THE ANSWER! WITH GRIM DETERMINATION TO AVENGE PEARL HARBOR THE TRAINED GIANT OF PRODUCTION AT MARE ISLAND WENT INTO HIGH GEAR!



FIGHTING men GAVE THE ANSWER!



**MARE ISLAND PRODUCTION
WENT INTO HIGH GEAR!**



THE BIG TEST . . .

THROUGH THE WAR YEARS AMID SHIPS AND SHOPS

"IT IS LATER THAN YOU THINK," SAID ADMIRAL ERNEST J. KING, "BOSS-MAN" OF THE NAVY THAT HAD SET OUT TO BEAT BACK THE JAPANESE TIDE ROLLING SOUTH AND EAST FROM TOKYO. FROM A LOW OF 6,000 WORKERS IN 1939, FAR-SEEING DIRECTION HAD GRADUALLY BEEN BUILDING MARE ISLAND EMPLOYMENT. BUT, STILL WE HADN'T ENOUGH. BARELY 30,000 MEN AND WOMEN WERE EMPLOYED AT MARE ISLAND WHEN THE JAPS STRUCK AT PEARL HARBOR. IMMEDIATELY THE CALL WENT OUT. UP AND UP CLIMBED THE FIGURE! 35,000 . . . 38,000 . . . 40,000 . . . UP TO THE PEAK IN OCTOBER, 1945 . . . 41,053.

FACED WITH THE NECESSITY OF MORE AND MORE HELP, MARE ISLAND PIONEERED PLACING WOMEN IN INDUSTRIAL ACTIVITIES IN THE NAVY YARD.

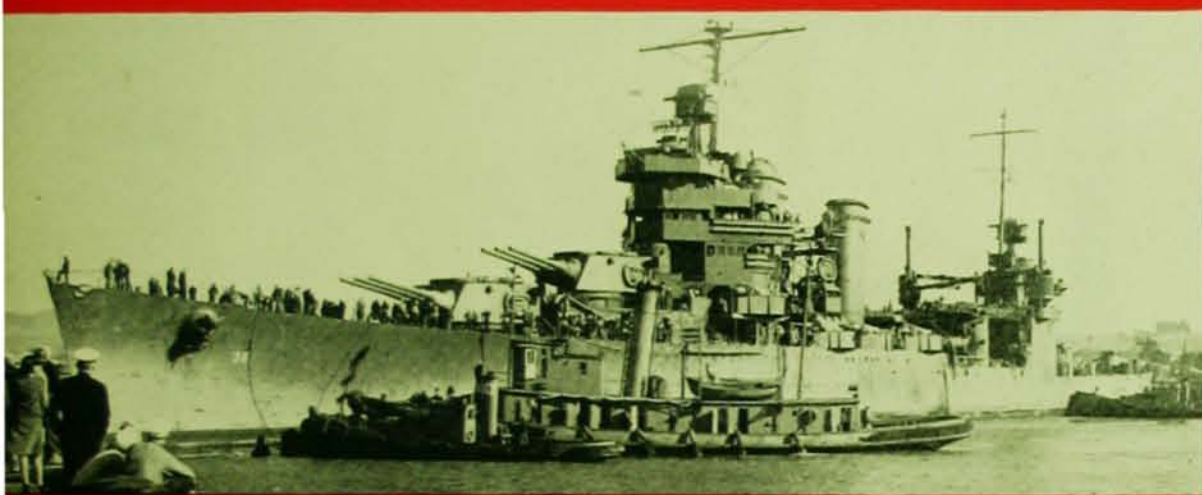
THE DEMAND FOR REPAIR GREW STEADILY AND THE COMMAND OF MARE ISLAND GREW TO MEET THIS DEMAND. A NAVAL SHIPBUILDING AND REPAIR EMPIRE FORMED AROUND THE SAN FRANCISCO BAY AREA, ALL DIRECTED OR SUPERVISED BY THE MAN AT THE HELM, THE COMMANDANT OF MARE ISLAND NAVY YARD . . . THE GREATEST SINGLE COMMAND OF SHIP CONSTRUCTION AND REPAIR THE WORLD HAS EVER KNOWN: MARE ISLAND . . . HUNTERS POINT . . . THE BAY AREA . . . DENVER . . . SACRAMENTO . . . FRESNO . . . MUSCLE AND BRAWN . . . AMMUNITION . . . AND SKILL!

COMMANDANT OF THE MARE ISLAND WHEN THE NAVY YARD WAS CALLED UPON TO MEET ITS GREATEST TEST WAS REAR ADMIRAL W. L. FRIEDEL, USN, TALL, QUIET, AND WITH A READY SMILE, HE TOOK COMMAND

24 FEBRUARY 1941, EVEN AS THE HITLERIAN HORDES WERE SPREADING ACROSS THE FACE OF EUROPE. AN ABLE COMMANDER, FRIEDEL HAD SERVED WITH SURFACE SHIPS AND SUBMARINES, AND WAS ONE-TIME COMMANDER OF SUBMARINES, PACIFIC. AT MARE ISLAND HE FOUND HIMSELF CONFRONTED WITH THE TASK OF BUILDING THE SUBMARINES WHICH WERE TO START STRANGLING THE JAPANESE LIFE-LINE IN A FEW SHORT MONTHS.

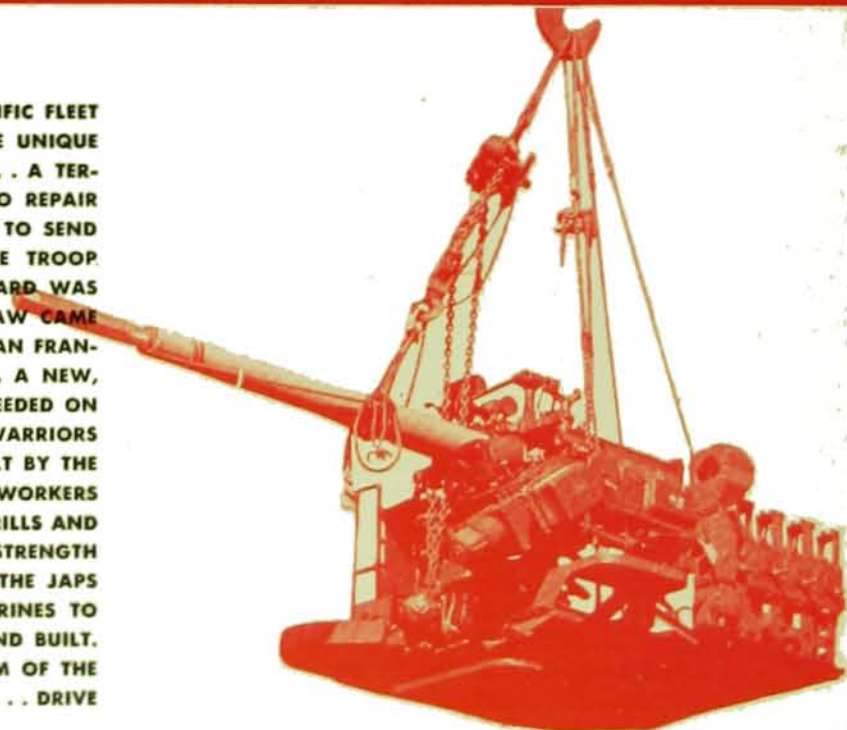
AS HIS YARD MANAGER, ADMIRAL FRIEDEL HAD CAPABLE CAPTAIN F. G. CRISP, USN. THESE TWO MEN PUT THEIR HEADS TOGETHER WITH OFFICER AND CIVILIAN CHIEFS IN THE YARD AND DECIDED MARE ISLAND MUST BE READY FOR THE CONFLICT EACH WAS CERTAIN WAS COMING. THUS IT WAS THAT MANY OF THE FLEET OF 300 HUGE BUSES WERE ALREADY HAULING WORKERS TO AND FROM THEIR HOMES WHEN THE JAPS STRUCK PEARL HARBOR . . . ENLARGED CAFETERIA SERVICE WAS IN OPERATION, GIVING EMPLOYEES "THREE SQUARES" A DAY, FOR AN ARMY, WHETHER OF WORKMEN OR SOLDIERS, WORKS BEST ON A FULL STOMACH . . . HOUSING FOR THE ENLARGED FORCE THAT WAS SURE TO COME WAS BEING BUILT, SOME WAS ALREADY COMPLETED . . . THUS IT WAS THAT, DESPITE SEVERE ECONOMIC LIMITATIONS, WISE HEADS AT THIS GREAT STRATEGIC BASE, MARE ISLAND, COOPERATION FROM CIVIC LEADERS IN VALLEJO, AND FAR SEEING PLANNERS IN WASHINGTON, HAD THE GEARS RUNNING SMOOTHLY AT MARE ISLAND, WAITING FOR THE FIRST SHOT.

AND THUS IT WAS, THAT WHEN ADMIRAL KING INSPECTED MARE ISLAND NAVY YARD, HE FOUND IT READY FOR "THE BIG TEST!"



THERE WAS PLENTY OF WORK TO DO . . . THE SAN FRANCISCO CAME BACK TO YARD THAT BUILT HER

THE NEWS FROM THE FIGHTING FRONTS WAS NOT GOOD, AT FIRST. OUR PACIFIC FLEET WAS SADLY CRIPPLED AT PEARL HARBOR. MARE ISLAND FOUND ITSELF IN THE UNIQUE POSITION WITH OTHER YARDS OF SAVING THE NAVY, PERHAPS THE NATION . . . A TERRIFYING, SERIOUS RESPONSIBILITY. FOR IT WAS UP TO THE REPAIR YARDS TO REPAIR THE WOUNDS TO THE FLEET, UP TO THE BUILDING YARDS TO REPLACE THEM, TO SEND OUT MORE AND MORE FIGHTING SHIPS, MORE DEADLY SUBMARINES, MORE TROOP CARRYING TRANSPORTS AND SUPPLY SHIPS . . . AND MARE ISLAND NAVY YARD WAS BOTH A BUILDING AND REPAIR YARD. . . . THE BATTERED DESTROYER USS SHAW CAME BACK WITHOUT HER BOW. EVEN AS SHE PLOWED THROUGH WAVES TOWARD SAN FRANCISCO AND VALLEJO, HER FALSE BOW PUSHING ASIDE THE RESISTING WATER, A NEW, SLEEK REPLACEMENT WAS TAKING SHAPE AT MARE ISLAND. THE SHAW WAS NEEDED ON THE FIGHTING LINE, AND BACK SHE WENT IN A HURRY. . . . OTHER WOUNDED WARRIORS OF THE SEA CAME BACK FROM PEARL HARBOR, AND WERE REPAIRED OR REBUILT BY THE WARRIORS OF THE PRODUCTION LINES AT MARE ISLAND. DAY AND NIGHT THESE WORKERS LABORED UNDER THE PROTECTIVE BLANKET OF BARRAGE BALOONS. AIR RAID DRILLS AND WARNINGS CAME OFTEN, BUT IN THIS NIP AND TUCK BATTLE, THE PRODUCTION STRENGTH OF THE UNITED STATES BEGAN TO TELL. EXCEPT FOR A FEW SPORADIC JABS, THE JAPS NEVER REACHED THE MAINLAND. . . . ONE OF THE FIRST AVENGING SUBMARINES TO LEAVE HAWAII AFTER 7 DECEMBER 1941, WAS THE USS GUDGEON, MARE ISLAND BUILT. MANY OTHERS FOLLOWED AND STARTED PILING UP THE JAPS ON THE BOTTOM OF THE SEA. AND, BACK HOME, AT MARE ISLAND, THE BUILDING AND REPAIR WENT ON . . . DRIVE . . . DRIVE . . . DRIVE!





THE FIGHT WAS ON HERE, TOO!

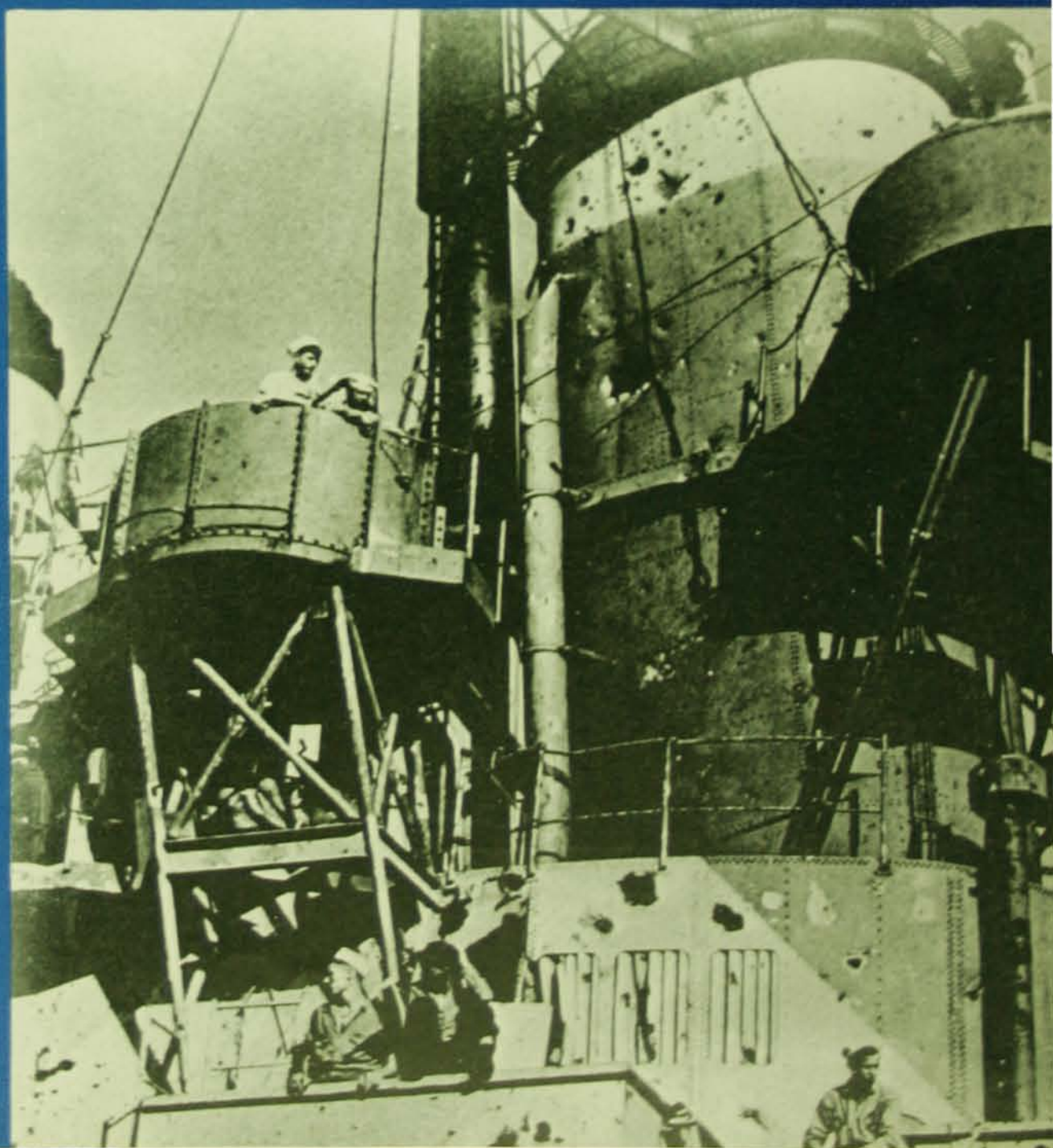
AMID SHIPS AND SHOPS THROUGH THE WAR YEARS, THE STORY WAS EVER THE SAME: "GET THOSE SHIPS BUILT AND GET THEM OUT . . . GET THOSE SHIPS REPAIRED AND GET THEM OUT . . . GET THOSE SHIPS OVERHAULED AND GET THEM OUT!" . . . VISITORS FOUND MEN AND WOMEN WORKING SIDE BY SIDE THROUGHOUT THE YARD . . . ALL PART OF A BIG TEAM . . . THE GOAL "PRODUCTION AND MORE PRODUCTION." ANOTHER SHIP ON THE FIGHTING LINE WAS THE DAY-BY-DAY THEME OF THE HUM OF MACHINES, THE STAC-CATO BEAT OF THE AIR HAMMERS. IT MADE NO DIFFERENCE WHETHER THE SHIP HAD TO BE BUILT, REPAIRED, OR OVERHAULED . . . GET IT OUT! . . . SAFETY WAS A VITAL FACTOR, TOO, FOR ACCIDENTS MEANT LOST TIME, AND IN MARCH 1942 MARE ISLAND WAS ACCLAIMED THE SAFEST YARD IN THE NATION (SEE LOWER LEFT).



BATTLE STATION FOR REPAIR

MANY TRAGIC REMINDERS . . .

DAY AND NIGHT FOR FOUR YEARS THEY CAME IN, HOLES IN THEIR SUPERSTRUCTURES, JAGGED WOUNDS IN THEIR HULLS, STACKS, BOWS SMASHED, ARMAMENT AND ELECTRICAL GEAR WRECKED . . . DAY AND NIGHT MASTER CRAFTSMEN REPAIRED THEM . . . IT REQUIRED SKILLS AND MORE SKILLS, AND ENERGY AND DRIVE . . . IN RECORD TIME THESE VITAL UNITS OF THE FLEET WERE ON THEIR WAY BACK TO THE FIGHTING LINE . . . RECORDS TUMBLED, BUT RECORDS WERE NOT THE GOAL; "GET THOSE SHIPS BACK" WAS THE CRY AS PRODUCTION RECORDS FELL BY THE WAY-SIDE . . . AS THE FURY OF THE BATTLE MOUNTED IN THE PACIFIC, MORE AND MORE OF THE SHIPS ALONG THE MARE ISLAND WATERFRONT WERE SCARRED WITH THE DESPERATE BLOWS OF THE ENEMY. THE REALIZATION THAT AMERICAN BOYS HAD DIED NEAR THOSE BATTLE SCARS WAS BOTH SOBERING AND MADDENING TO THE WORKERS. STEELY-EYED THEY SPED UP THEIR EFFORTS.





JAP TORPEDOES PACK A WALLOP!

THOSE WHO SAID THE JAPS WOULD BE "PUSHOVERS" NEVER SAW THE CHARRED, GAPING, TWISTED EVIDENCE OF THEIR FURY, OF THEIR FANATICAL ATTACKS. THE JOB OF REPAIR DEMANDED THE HIGHEST INDUSTRIAL SKILLS. REQUIRED RECRUITING THROUGHOUT THE WHOLE UNITED STATES TO FILL THE NEED FOR CRAFTSMEN TO REPAIR THESE BATTLE SCARS.





ROMINENT VISITORS WERE MANY DURING THE WAR YEARS. THE FAME OF THE MARE ISLAND PRODUCTION LINE WAS SPREADING RAPIDLY. WRITERS, BUSINESS FIRM HEADS, GOVERNMENT OFFICIALS, EFFICIENCY EXPERTS ALL CAME TO THE GATES OF MARE ISLAND. WE BUILT A "BETTER MOUSETRAP" AND THE WORLD BEAT A PATH TO OUR DOOR.

RENOWNED PUNDIT WALTER LIPPMANN (PICTURED ABOVE), HEARD ABOUT MARE ISLAND AND CAME TO SEE FOR HIMSELF. HE WAS SO IMPRESSED BY THE IMPORTANCE OF THE JOB BEING DONE THAT HE PERSONALLY AIDED THE YARD IN ITS LATER EFFORTS TO GET DESPERATELY NEEDED LABOR TO MEET GROWING REPAIR RESPONSIBILITIES.

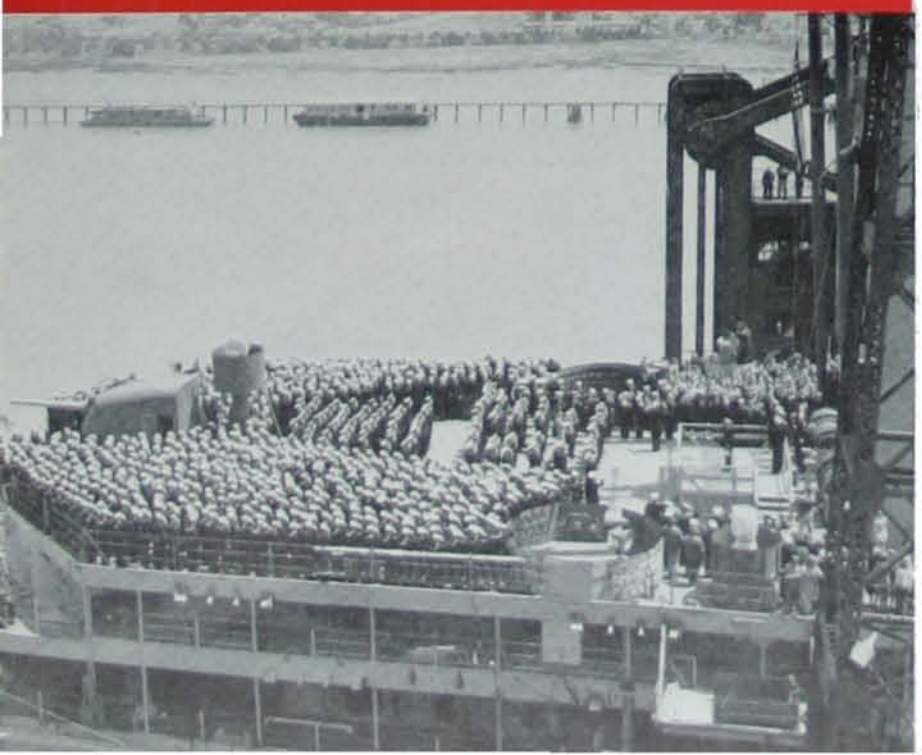
LOWELL THOMAS AND HIS WIFE, SYDNEY SMALL, ADELA ROGERS ST. JOHN, JACKLING MARMUR, JIM MARSHALL WERE AMONG THE MANY PROMINENT WRITERS WHO CAME AND SAW, AND WROTE ABOUT IT. HUNDREDS OF NEWSPAPERMEN, AMERICAN AND FOREIGN, WATCHED THE SKILLED CRAFTSMEN AT THEIR TASKS, SAW THE SHIPS SLIDE OFF THE WAYS, THE REPAIRED ONES STEAM BACK TO WAR.

REPRESENTATIVES FROM THE GOVERNMENTS OF ALL OUR ALLIES WERE YARD VISITORS AT ONE TIME OR ANOTHER. FREQUENT WERE THE REMARKS: "I NEVER SAW ANYTHING LIKE IT!" AND "WHAT A TREMENDOUS JOB YOU ARE DOING!" . . . AND IT WAS A TREMENDOUS JOB, BECAUSE THE MEN AND WOMEN EMPLOYEES WANTED IT TO BE A JOB WORTHY OF THE MEN WHO WERE FIGHTING AND DYING ON THE BATTLE FRONT FOR THEM.





FAMOUS MEN AND FAMOUS SHIPS "CAME AND WENT" AT MARE ISLAND. THE USS BUSHNELL, ONE OF FIVE SUBMARINE TENDERS BUILT ON BUILDING WAYS NUMBER ONE, IS LAUNCHED AND COMMISSIONED IN PICTURES ABOVE AND BELOW. THE BUSHNELL RETURNED FOR OVERHAUL WITH A BRILLIANT WAR RECORD. AMONG OUR FAMOUS VISITORS, A FREQUENT GUEST WAS GOVERNOR EARL WARREN, SHOWN HERE ON ONE OF HIS NUMEROUS VISITS. HE IS JUSTLY PROUD OF CALIFORNIA'S MIGHTIEST SHIP REPAIR YARD.



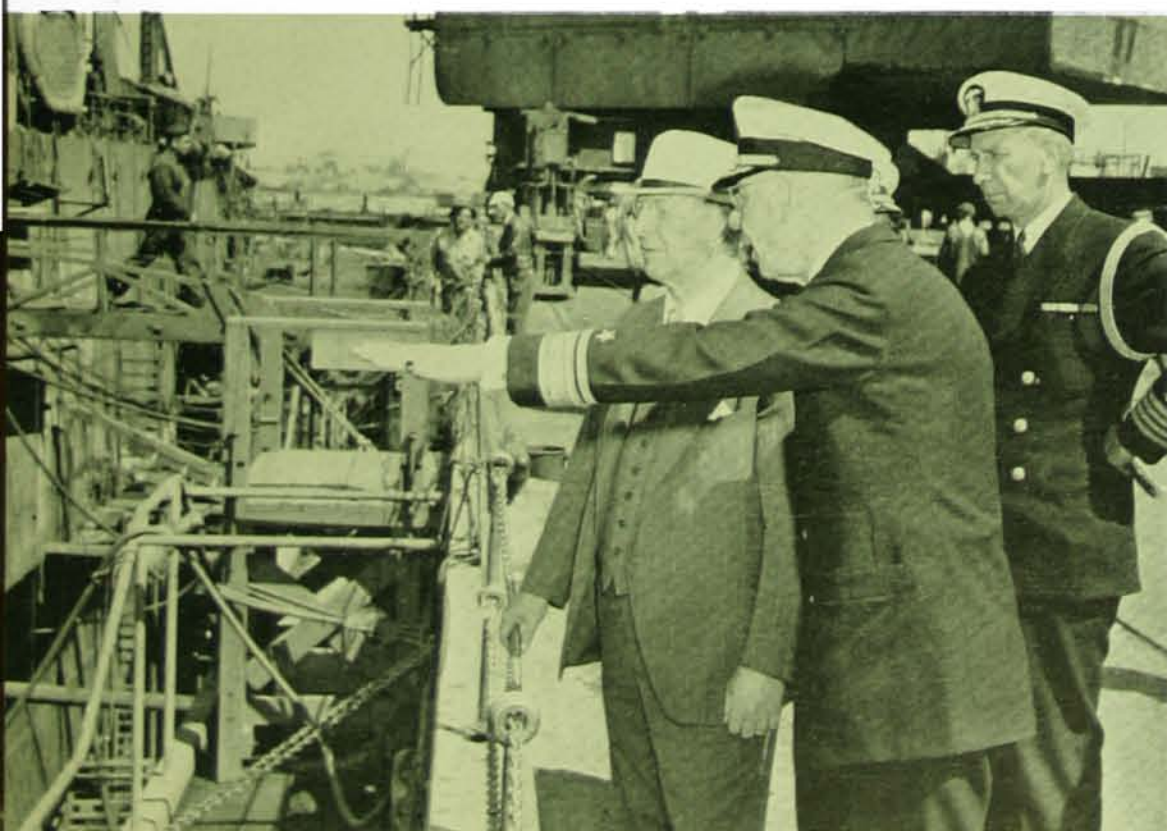
WHILE SHIP REPAIR, CONSTRUCTION AND OVERHAUL RESPONSIBILITIES GREW, MARE ISLAND MET ITS OTHER ASSIGNMENTS WITH EQUAL VIGOR AND SUCCESS. FROM A SMALL BEGINNING THROUGH CASH SALES, THE WAR BOND PROGRAM BLOSSOMED INTO A FULL-FLEDGED PAYROLL DEDUCTION PLAN. FIRST CAME THE FIGHTING DOLLAR DAYS DRIVE IN THE FALL OF 1942, WHEN MARE ISLAND SET OUT TO WIN THE SECRETARY OF NAVY WAR BOND AWARD. THE GOAL WAS SET HIGH, AND THE YARD MET IT. THREE MONTHS LATER THE FLAG WAS WON, AND IT WAS NEVER RELINQUISHED. NEXT CAME THE CRUISER CONTEST WITH BREMERTON NAVY YARD, FOR THE RIGHT TO HAVE A CRUISER NAMED BREMERTON OR VALLEJO. THAT ONE WAS LOST BY A FEW PERCENTAGE POINTS, BUT THE SURGE OF THE DRIVE SENT MARE ISLAND'S SOUND BOND SELLING MACHINERY INTO SUCH HIGH GEAR THAT FOR THE REMAINDER OF THE WAR THE VALLEJO YARD COPPED MORE FIRST, SECOND, OR THIRD PLACES THAN ANY OTHER YARD IN THE NATION. TWICE M. I. LED IN PER CAPITA CASH SALES, AND FOR MANY MONTHS THE REPORTS FROM WASHINGTON SHOWED MARE ISLAND TOPPING THE NATION'S NAVY YARDS IN THE ALL-IMPORTANT PAYROLL SAVINGS LISTS. GREATEST SINGLE FACTOR IN THIS CHAMPIONSHIP RECORD WAS THE WORK OF THE GROUP AGENTS, WHO WORKED IN EVERY SHOP AND ACTIVITY IN THE YARD, SELLING BONDS. (SOME OF THE KEY AGENTS FOR THE YARD ARE PICTURED ABOVE WITH THEIR SHOP MASTERS.) . . . EXCELLENCE IN WAR BOND SALES WAS MATCHED BY EXCELLENCE IN PRODUCTION AS MARE ISLAND WON ITS FIRST "E" FOR EXCELLENT FLAG IN APRIL OF 1942 AND WENT ON TO RENEW IT EVERY SIX MONTHS DURING THE WAR. . . . THE STORY OF MARE ISLAND SPIRIT WAS NO MYTH. ONE OF THE REASONS FOR THE DRIVE AND ENERGY WHICH CHARACTERIZED EVERY EFFORT AT THE YARD WAS THE CORE OF CAREER EMPLOYEES WHO HAD SETTLED ON NAVAL SHIP BUILDING AND REPAIR AS THEIR CAREER AND MARE ISLAND AS THE YARD IN WHICH THEY WANTED TO WORK. THEY WANTED MARE ISLAND "BEST" IN EVERYTHING.



**"SECNAV" INSPECTS AN 81,-
399 MAN-DAY JOB ON THE
ALCHIBA. ONE OF MANY REC-
ORD REPAIR JOBS ACCEPTED
AND COMPLETED, THE ALCHIBA
TOOK THREE TORPEDO HITS AT
GUADALCANAL. TOUGH BABY,
THE ALCHIBAI**



**SOMETHING NEW WAS ADD-
ED. ANOTHER STAR FOR THE
"E" FLAG. . . . NOW STARS CIR-
CLE THE "E." . . . SENATOR
DOWNEY AND EX-REPRESENT-
ATIVE MAVERICK WERE IN ON
ONE "E" FLAG PRESENTATION.**



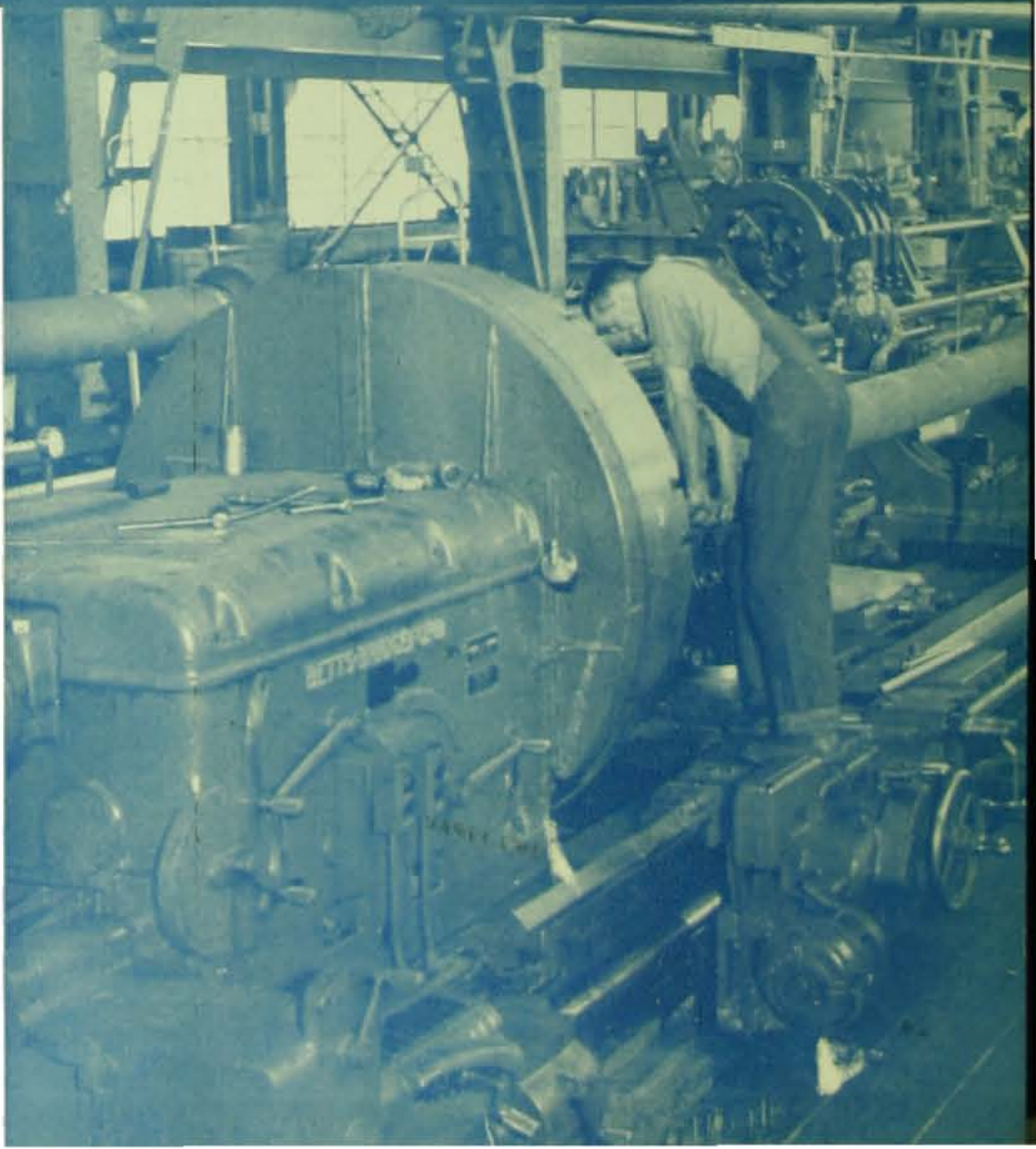
**"SECNAV" PAYS A VISIT. THE
LATE FRANK KNOX WAS A
POPULAR FAVORITE AT MARE
ISLAND IN THOSE EARLY WAR
YEARS. . . . SHIPS AND SHOPS
WERE ON HIS INSPECTION
SCHEDULE.**

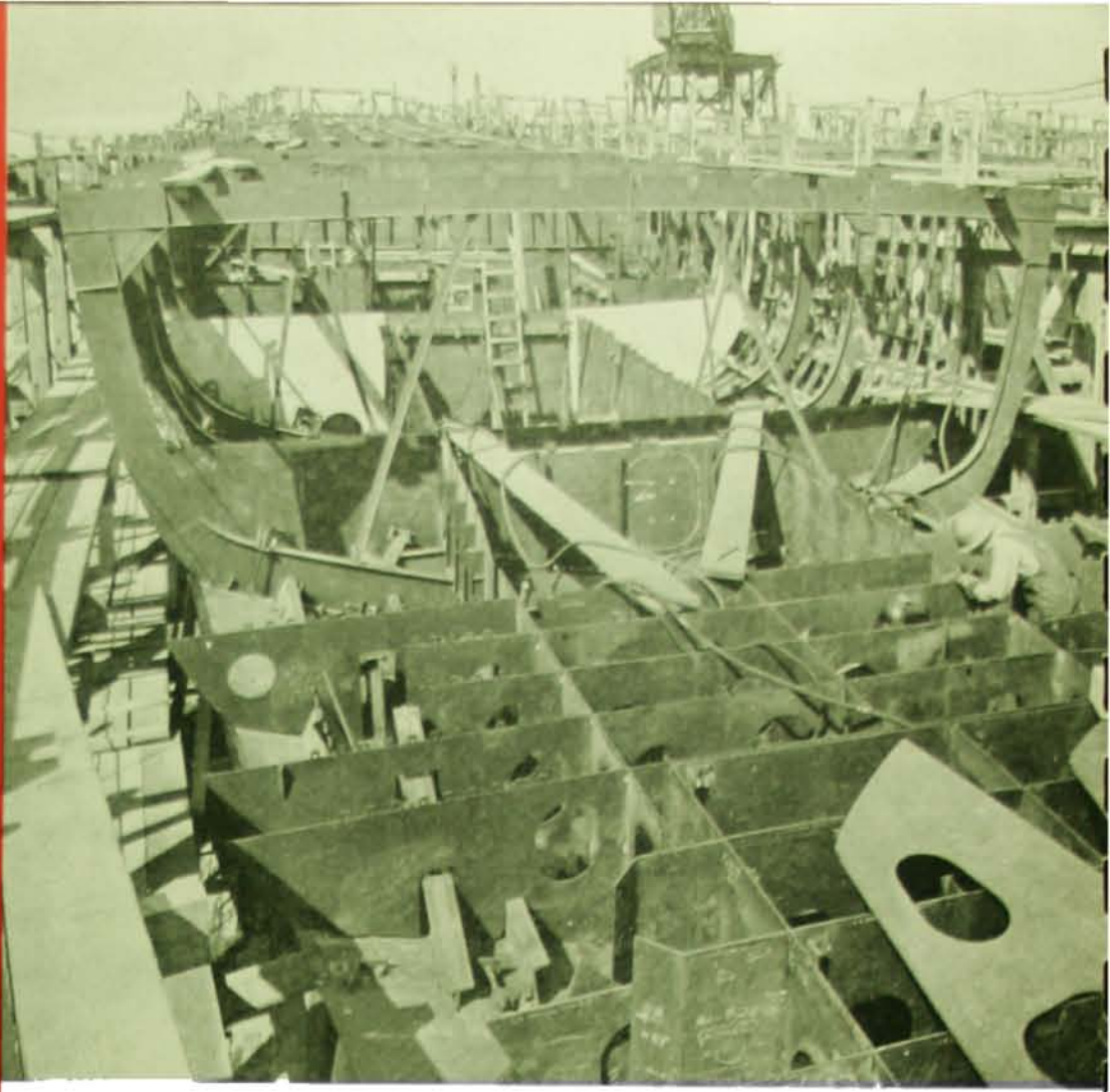


ON 28 JANUARY 1944, A NEW MAN TOOK OVER THE HELM AT MARE ISLAND. A FIGHTING ADMIRAL FROM THE PACIFIC, REAR ADMIRAL M. S. TISDALE, USN, CAME TO THE NAVY YARD FROM THE COMMAND OF ALL CRUISERS AND DESTROYERS IN THE PACIFIC. AGAIN THE NAVY WANTED A MAN WHO HAD RUN THE FIGHTING SHIPS TO DIRECT THE REPAIR AND OVERHAUL OF THESE VITAL UNITS WHEN THEY RETURNED TO THE NAVY YARD. WHEN HE ARRIVED, ADMIRAL TISDALE FOUND AN EFFICIENT YARD RUN BY MEN WHO, WITH FAR-SEEING WISDOM, HAD PREPARED FOR THE BIG TEST. BUT, HE ALSO FOUND GROWING RESPONSIBILITIES AS THE REPAIR LOAD GREW FAR BEYOND ANY DEMANDS EVER MADE UPON THE YARD AND WHEN HE ARRIVED HE ALSO FOUND A NEW, TOUGH, RESPECTED CONSTRUCTION OFFICER AS MANAGER, CAPTAIN G. C. KLEIN, USN, WHO HAD JUST REPLACED CAPABLE ADMIRAL CRISP, AS MANAGER.

BLUFF, HARD-DRIVING, DIRECT, THIS SEA-GOING ADMIRAL SET OUT TO MEET THE SKYROCKETING DEMANDS FROM THE PACIFIC HE KNEW SO WELL. TO THE FAR CORNERS OF THE NATION WENT THE RECRUITERS. MORE MEN AND WOMEN WERE NEEDED, DESPERATELY NEEDED TO REPAIR SHIPS THAT HAD TO GET BACK FOR THE BIG PUSH. THE JAPANESE FANATICS WERE USING DESPERATION MEASURES, AND THE SCOREBOARD SHOWED THE RESULTS OF THE SUICIDE TACTICS.

THE CRUCIAL DAYS OF LATE '44 AND EARLY '45 BROUGHT THE FLAMING "KAMIKAZES," THE SUICIDE PILOTS, SMASHING INTO SHIPS, HUMAN BOMBS THAT TOOK DEADLY TOLL. IT WAS NIP AND TUCK. A LONG PROCESSION OF CRIPPLED SHIPS STREAMED BACK TO THE UNITED STATES FOR REPAIR. THAT WAS OUR JOB . . . "GET THEM BACK." ADMIRAL TISDALE GAVE THE YARD HIS MOTTO: "OUR SOLE MISSION IS TO SERVE THE FLEET," AND THE YARD ROSE TO MEET THE GROWING RESPONSIBILITIES OF SERVING A FLEET IN ITS VITAL HOURS. ADMIRAL TISDALE HAD BEEN A FIGHTING LEADER AT SEA AND HE BECAME A FIGHTING LEADER AT MARE ISLAND. THE YARD AND VALLEJO RALLIED TO THE SAME COMBATIVE DRIVE THAT HAD BROUGHT ITS NEW COMMANDANT TWO NAVY CROSSES, THE DISTINGUISHED SERVICE MEDAL, AND OTHER DECORATIONS FOR LEADERSHIP.





CONSTRUCTION

DESTROYER-ESCORTS FROM DENVER, COLORADO



OVERHAUL



AND REPAIR



ALTHOUGH THE DRAMATIC STORY OF MARE ISLAND'S WAR EFFORT WAS FOUND IN THE BIG SHOPS THAT SHAPED THE STRUCTURES, FORGED THE SHAFTS, POURED THE CASTINGS, TOOLED AND REPAIRED THE LARGE EQUIPMENT, AND WORK, FOR THE PRODUCTION LINE IS A HIGHLY GEARED MACHINE, AND EACH GEAR MUST BE PAINTING, PATTERNMAKERS, RIGGING, AND MANY, MANY OTHERS PICTURED THROUGHOUT THESE PAGES.

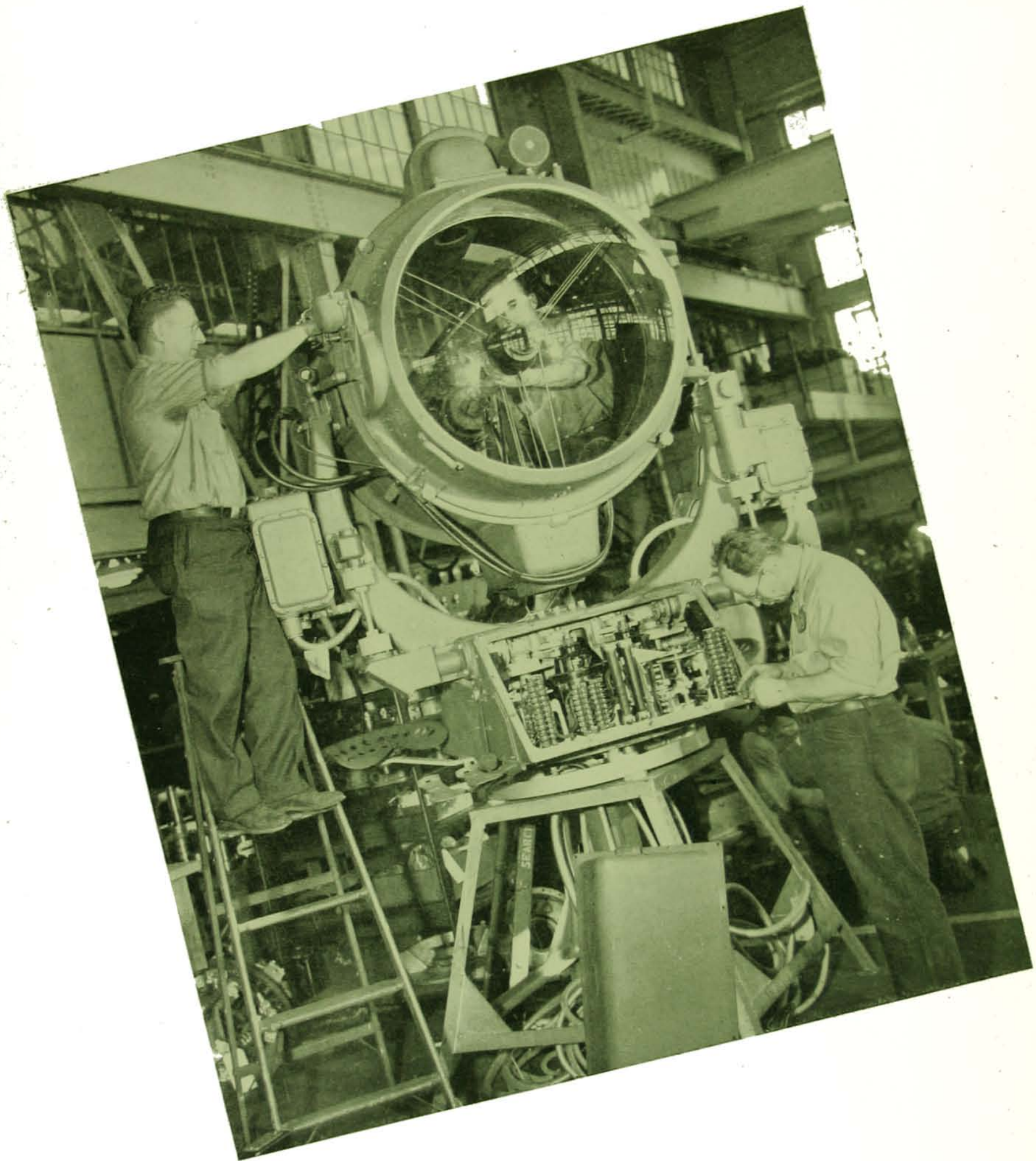
BEFORE THE BATTLE BEGAN, MARE ISLAND REALIZED IT MUST HELP PAY THE PRICE OF WAR IN CASH AS WELL AS WORK. WAR DEFENSE BONDS WENT ON SALE. PEARL HARBOR CHANGED THEIR NAME. IT WAS "OFFENSE" NOW, AND MARE ISLAND'S BOND SALES WENT ON THE OFFENSE, TOO. JUST ONE OF THE MANY EARLY WINNERS OF THE COVETED 100% FLAG WAS THE JOINING AND REPAIR SHOP IN THE SUPPLY SECTION (PICTURED ABOVE). BEFORE THE FIRST YEAR OF THE WAR WAS OVER, A MAJORITY OF ALL MARE ISLAND SHOPS AND ACTIVITIES PROUDLY FLEW THEIR 100% FLAGS. PRODUCTION PLUS BONDS EQUALS VICTORY SAID THE NEW COMMANDANT, AND PRODUCTION PLUS BONDS BECAME THE CRY-WORD.

NEW SECRETARY MEETS NEW COMMANDANT



THE NAVY'S NEW, HARD-DRIVING SECRETARY, JAMES FORRESTAL, WAS A FREQUENT VISITOR. AND AT MARE ISLAND, HE FOUND ANOTHER HARD-DRIVING MAN, THE NEW COMMANDANT. THESE WERE THE DAYS WHEN THE NAVY WAS MOVING TOWARD TOKYO . . . IWO JIMA . . . OKINAWA . . . THE PHILIPPINES . . . AND EACH WAS EXACTING ITS PRICE IN MEN AND SHIPS, AND SUCCESS DEPENDED ON KEEPING THE FLEET IN TOP FIGHTING SHAPE. THE MARE ISLAND COMMAND WAS GROWING STEADILY. ADDITIONAL SHIPYARDS THROUGHOUT THE BAY AREA WERE CALLED INTO SERVICE, REPAIRING SHIPS UNDER NAVY SUPERVISION. DENVER WAS GOING FULL BLAST ON THE LCT, AMPHIBIOUS PROGRAM . . . SACRAMENTO, FRESNO, STOCKTON, ALL WERE CONTRIBUTING THEIR PART . . . HUNTER'S POINT, AND THE ASSISTANT INDUSTRIAL MANAGER AT THE FERRY BUILDING IN SAN FRANCISCO, FROM WHENCE CAME DIRECT SUPERVISION OF NAVY WORK IN PRIVATE SHIPYARDS IN THE BAY AREA, ALL WERE PART OF THE GREATEST COMMAND OF NAVAL SHIP CONSTRUCTION AND REPAIR FACILITIES THE WORLD HAD EVER KNOWN.





ELECTRICITY! SOME CREATED IT AT THE POWER PLANT, OTHERS SERVICED AND RAN THE SYSTEMS, TELEPHONE, LIGHT, POWER, THROUGHOUT THE YARD; AND STILL OTHERS REPAIRED THE COMPLEX SYSTEMS ON BOARD SHIPS. EACH WORKMAN CONTRIBUTED HIS PART TO MAKING THE VITAL SPARK OF ELECTRICITY DO ITS JOB. GIANT SEARCHLIGHTS, SECRET RADAR INSTALLATIONS, SOUND POWER, COMMUNICATIONS, ENGINEERING POWER—ALL REQUIRED AND RECEIVED THE ATTENTION OF EXPERTS DAY AND NIGHT . . . NEW MEN AND WOMEN WERE JOINING THE OLD HANDS DAILY, AS RECRUITING BROUGHT IN WORKERS FROM THE EAST AND WEST, NORTH AND SOUTH. THEY HAD TO BE TRAINED QUICKLY IN THE TRAINEE SCHOOL, GET MORE OF THEIR TRAINING IN THE PRACTICAL WORK OF ASSISTING THE EXPERTS SUCH AS THOSE WHO WORKED WITH ELECTRICITY . . . CRAFTSMEN ALL. THE NEW COMMANDANT HAD BROUGHT THEM WORD OF THE GROWING URGENCY IN THE PACIFIC . . . WE WERE DRIVING DOWN TO THE FINISH LINE, AND NEEDED ALL OUR STRENGTH, AND THE YARD WORKMEN CAME THROUGH.





MILLIONS OF FLAGS TO THE FLEET



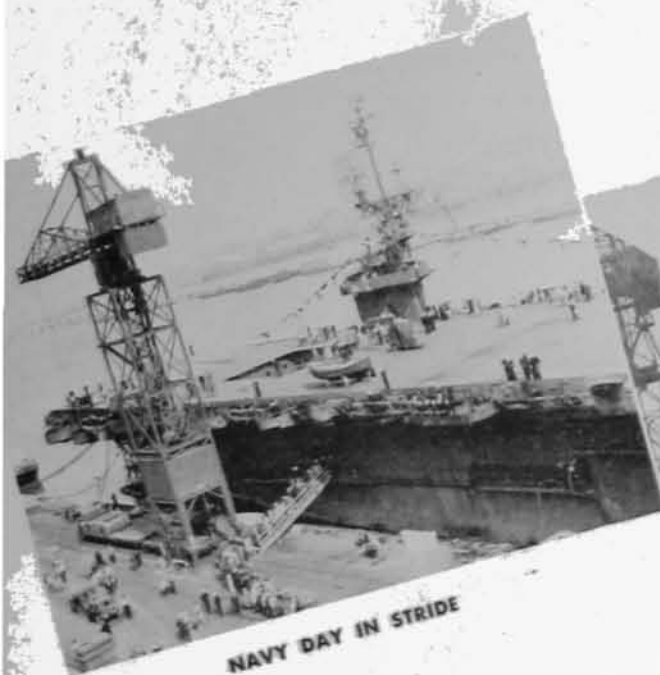
THEY STRANGLER JAP LIFELINES



LCT-5: DENVER—MARE ISLAND—INVASION!



THE JAPS HIT BACK



NAVY DAY IN STRIDE



ANOTHER REPAIR JOB



GET THEM BACK!

1. ANOTHER "HOT" ONE . . .

2. THE BIG LIFT . . . "GOING UP!"

3. 2000 TONS OF POWER

4. PRIORITY NUMBER ONE!

5. BIG OR SMALL, ALL THE SAME . . .



1.



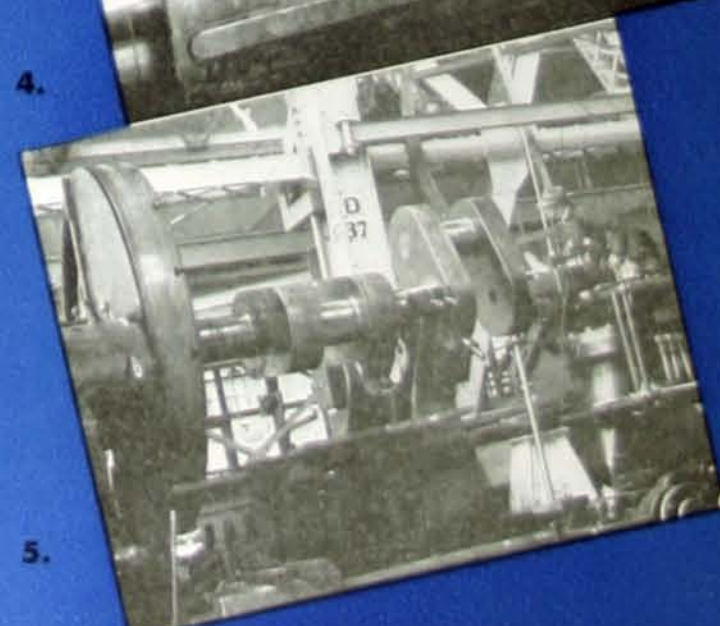
2.



3.



4.



5.

THEY TOOK CARE OF THE SUFFERING

GRIM HARBINGERS OF THE SAVAGE FEROCITY OF THE WAR IN THE PACIFIC WERE THE WOUNDED, THE MAIMED, THE SICK IN MIND AND BODY. A FEW SHORT DAYS AFTER PEARL HARBOR, THESE TRAGIC REMINDERS OF THE GREATEST COST OF BATTLE BEGAN TO FILL THE WARDS AND OPERATING ROOMS OF MARE ISLAND NAVY HOSPITAL. JUST AS SKILLS WERE NEEDED ALONG THE WATERFRONT AND IN THE SHOPS, TO REPAIR THE WOUNDED SHIPS, SO WAS EVEN GREATER SKILL AND PATIENCE NEEDED AMONG THOSE WHO CARED FOR THE WOUNDED MEN WHO HAD MANNED THE SHIPS, FALLEN IN BATTLE. . . . SKIPPER AT THE HOSPITAL WHEN WAR STARTED, WAS THE LATE CAPTAIN ALFRED CLIFTON (MC), USN. HIS WAS THE RESPONSIBILITY OF CARING FOR THE FIRST CASUALTIES OF WORLD WAR II, AT MARE ISLAND. . . . NEXT COMMANDING OFFICER WAS CAPTAIN J. P. OWEN (MC), USN, NOW A

REAR ADMIRAL AND 12TH NAVAL DISTRICT MEDICAL OFFICER . . . AS CASUALTY ROLLS MOUNTED ON THE WARFRONTS, "PETE" OWEN KNEW HIS LOAD OF PATIENTS WOULD SOON EXCEED THE HOSPITAL CAPACITY. ENLARGEMENTS WERE MADE, EXTRA BARRACKS CALLED INTO USE. UNDER HIS COMPETENT DIRECTION, THE FIRST ARTIFICIAL LIMB DEPARTMENT WAS ESTABLISHED AT MARE ISLAND BY THE BUREAU OF MEDICINE AND SURGERY. THE "BRACE" SHOP BECAME WORLD FAMOUS FOR ITS CRAFTSMANSHIP IN LIMB CONSTRUCTION. HEADED BY CAPTAIN H. H. KESSLER, (MC) USNR, THE REHABILITATION PROGRAM HELPED MAKE MINDS WELL, EVEN AS NEW LIMBS WERE BEING FASHIONED . . . ABLE SUCCESSOR TO CAPTAIN OWEN, IN THE CLOSING, FURIOUS MONTHS OF THE WAR IN THE PACIFIC WAS CAPTAIN WESLEY ROSS, (MC) USN.



"YES, MR. UNDER-SECRETARY, EACH PATIENT HAS A CUSTOM-BUILT LIMB . . ."



"I WANT TO SEE THE BOYS IN THE HOSPITAL, FIRST," SAID CHAIRMAN WALSH, OF THE SENATE NAVAL AFFAIRS COMMITTEE. THE SUFFERING ALWAYS CAME FIRST, AT MARE ISLAND. HEROES ALL WERE THESE WOUNDED. PRESIDENTS, SENATORS, CONGRESSMEN, OFFICIALS, WRITERS, MOTION PICTURE STARS, ARTISTS, MANY OTHER NOTED VISITORS . . . ALL WERE PROUD TO MEET THEM.



OLDEST NAVY HOSPITAL ON THE PACIFIC COAST, THE U. S. NAVAL HOSPITAL, MARE ISLAND, PROVIDES COMPLETE MEDICAL CARE FOR THE SICK AND WOUNDED. FREQUENT DONORS TO ITS BLOOD BANK WERE THE WORKERS OF MARE ISLAND. DESIGNATED THE AMPUTATION CENTER FOR THE WEST COAST, THIS HOSPITAL INTRODUCED THE MANUFACTURE AND FITTING OF ARTIFICIAL LIMBS IN THE HOSPITAL. THE REHABILITATION, RECREATIONAL, EDUCATIONAL, AND VOCATIONAL PROGRAMS ARE ALL WELL-ROUNDED PARTS OF THE HOSPITAL ACTIVITIES. IN ITS NEW COMMANDANT, ADMIRAL TISDALE, AND PRESENT COMMANDING OFFICER, CAPTAIN ROSS, THE HOSPITAL FOUND TWO MORE FRIENDS WHO WELL KNEW THE COST OF WAR IN SUFFERING AND INJURIES AND TODAY IT STILL LEADS IN CARING FOR THOSE WHO PAID THE PRICE AND LIVE TO REMEMBER IT.



THREE OF THE "BIG FIVE" OF THE CINDERELLA STORY OF THE "BRACE SHOP" AT MARE ISLAND WERE DRS. TOFFELMIER, OWEN, AND LONGABAUGH. OTHERS WERE DR. KESSLER, AND MATT LAWRENCE, THE BRACEMAKER WHO WORKED "FOR FREE" UNTIL THE NEW DEVELOPMENT BECAME PART OF THE NAVY PROGRAM. DR. CANTY ABLY CARRIES ON TODAY AS "BOSS" OF THE BRACE SHOP.



THE STAFF IN THE MIDDLE YEARS



CAPTAIN WESLEY ROSS (MC) USN



"ALWAYS"



THE STARS LOOKED DOWN



"OH NURSE!"



TEAMWORK . . .

IT TOOK "TEAMWORK" TO WIN THE WAR . . . EVERYWHERE AMERICAN FORCES FOUGHT, TEAMWORK WAS ONE OF THE KEY REASONS FOR VICTORY. AT HOME ON THE PRODUCTION FRONT, TEAMWORK WAS JUST AS IMPORTANT, AND AT MARE ISLAND, TEAMWORK WAS AN OUTSTANDING CHARACTERISTIC . . . SAILORS, WORKERS, AND MARINES ALL DID THEIR JOB TOGETHER AT MARE ISLAND . . . WORKER COOPERATED WITH WORKER . . . CIVILIANS TEAMED WITH NAVAL OFFICERS IN RUNNING THE MIGHTY INDUSTRIAL MACHINE . . . VALLEJO CIVIC LEADERS WENT ALL OUT TO BACK UP THE MARE ISLAND EFFORT . . . INDUSTRIAL WORKERS CONTRIBUTED FUNDS TO THE SUPPORT OF THE HOSPITAL PROGRAM, FINANCING MUCH OF THE EARLY WORK IN THE "BRACE SHOP," AND WITH CHRISTMAS GIFTS, AND BLOOD FOR THE BLOOD BANK . . . GOVERNMENT AGENCIES AND THE NAVY COOPERATED IN PROVIDING HOUSING . . . AND THE TEAMWORK WENT RIGHT UP TO THE TOP IN WASHINGTON, WHERE BUREAU CHIEFS, SUCH AS VICE ADMIRAL COCHRANE, WELL KNEW THAT COOPERATION, "TEAMWORK" AND HARD WORK WOULD SPELL V-I-C-T-O-R-Y-I



FRIEND OF LIBERTY, FREEDOM AND JUSTICE



A STRONG NAVY WAS A CARDINAL PRINCIPLE OF THE LATE PRESIDENT. AS ASSISTANT SECRETARY OF THE NAVY DURING THE FIRST WORLD WAR, FRANKLIN D. ROOSEVELT KNEW AND LOVED THE NAVY. AS PRESIDENT HE WAS A CONSTANT ADVOCATE OF SEA-POWER. WELL HE REALIZED THE IMPORTANCE OF THE NAVY YARDS, AND HIS PERSONAL INTEREST WAS EVIDENCED BY THE INSPECTION TRIP HE MADE OF MILITARY BASES EARLY IN THE WAR. MARE ISLAND WAS ON THE LIST OF HIS IMPORTANT STOPS . . . THE WELFARE OF THE WOUNDED AT THE HOSPITALS CAME FIRST IN HIS MIND AND HEART, BUT THE LATE PRESIDENT KNEW THAT SHIPS WELL BUILT, REPAIRED, OR OVERHAULED WOULD MEAN FEWER CASUALTIES IN THE FUTURE . . . HE CAREFULLY INSPECTED THE WATERFRONT, LOOKED INTO THE SHOPS, WAVED TO THE HARD-WORKING EMPLOYEES, WHO PAUSED ONLY LONG ENOUGH TO RETURN HIS GREETING AND THEN TURNED BACK TO THEIR WORK . . . ONE OF THE FIRST PRIZES OF WAR CAPTURED FROM THE JAPANESE WAS IN THE YARD WHEN THE PRESIDENT ARRIVED—THE TWO-MAN JAP SUBMARINE, CAPTURED ON THE SHORES OF OAHU AFTER THE 7 DECEMBER STRIKE OF THE NIPS, WAS BEING READIED IN THE YARD FOR ITS SUBSEQUENT WAR BOND TOUR . . . THE BERTH OF THE FAMOUS SUBMARINE POMPAÑO, THEN WITH A LEADING RECORD OF JAP SHIPS SUNK, WAS INCLUDED IN THE PRESIDENT'S WATERFRONT STOPS. THE POMPAÑO WAS LATER LOST IN ACTION . . . MARE ISLAND WILL LONG REMEMBER THE VISIT OF THIS MAN WHO LOVED THE NAVY AND WHO LIVED TO SEE HIS FAITH IN A STRONG NAVY JUSTIFIED, AS THE U. S. FLEET SMASHED THE JAPANESE BACK TOWARD TOKYO.



FRIEND OF THE NAVY . . . VISITS MARE ISLAND



THE FIRST LADY CALLS





**THEY
STORED
THE
STING!**

SOUTHERN END OF THE ISLAND BELONGS TO THE NAVAL AMMUNITION DEPOT, WHERE SHIPS FROM WAR ZONES DISCHARGED THEIR EXPLOSIVES BEFORE ENTERING BAY AREA YARDS. ENROUTE TO COMBAT ZONES THEY LOADED DEADLY CHARGES FROM MAGAZINES WHICH HONEYCOMB THE HILLS.



CAPTAIN N. H. GOSS, USN (RET.)

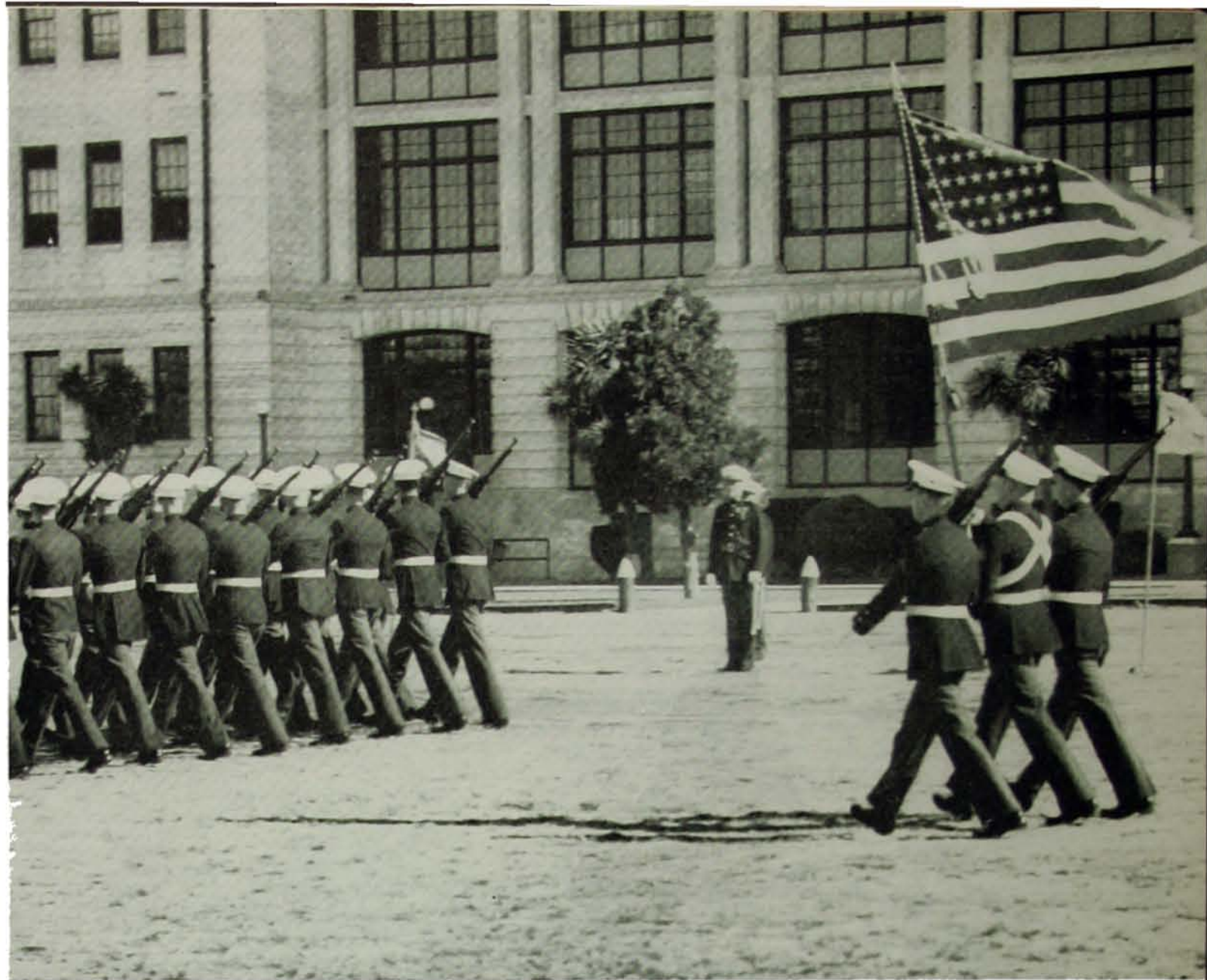


"BOOM-BOOM VILLAGE"



C. O. CAPTAIN H. B. SLOCUM, USN, IS DECORATED

**THEY
GUARDED
US
WELL!**

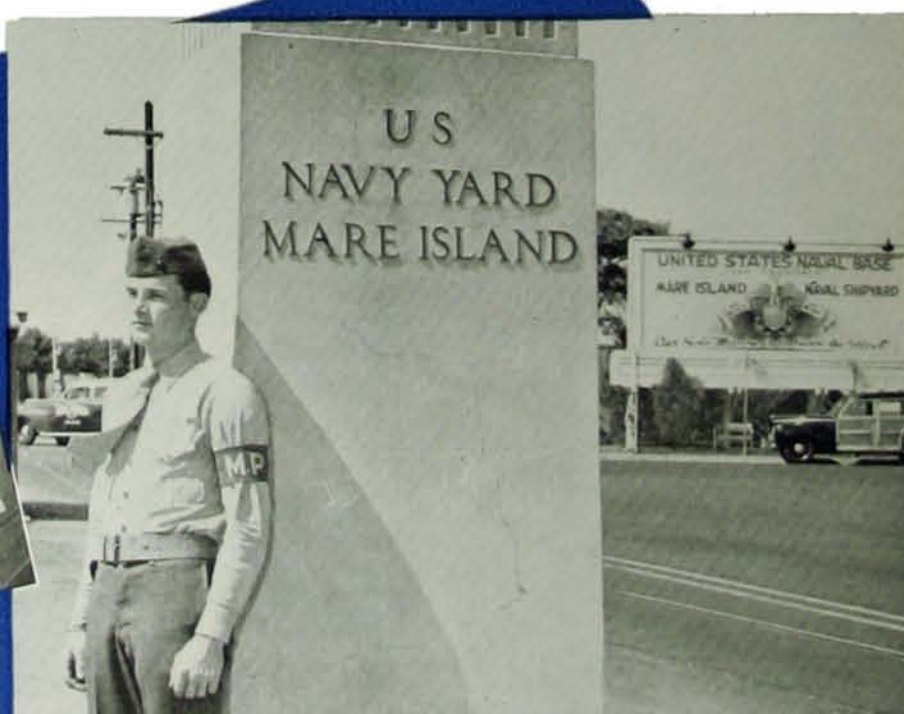


THE MARINES GUARDED THE ISLAND, AND RAN THE SECOND LARGEST NAVAL PRISON IN THE COUNTRY, PRIOR TO ITS DISESTABLISHMENT IN 1946. LONGEST WARTIME COMMAND OF THE MARINES AT MARE ISLAND WAS HELD BY COLONEL MAURICE SHEARER, USMC. RELIEVING COLONEL RACICOT, AND LAST C.O. OF NAVAL PRISON WAS LT. COLONEL W. E. MAXWELL, USMC.



COL. SHEARER

LT. COL. MAXWELL



"GET YOUR PASSES READY"

THE "4-B'S" . . . A VITAL LINK!

UNSUNG HEROES OF THE BATTLE OF PRODUCTION AT MARE ISLAND WERE THE "4-B'S," THE PER ANNUM WORKERS. NOT AS COLORFUL OR DRAMATIC AS THE WORK ALONG THE TEEMING WATERFRONT OR AMIDST THE ROAR OF THE MACHINES, THEIR EFFORTS PROVIDED THE VITAL LINK BETWEEN THE CHIEFS WHO PLANNED THE WORK IN WASHINGTON, AT MARE ISLAND, AND IN THE PACIFIC, AND THE DRIVING INDUSTRIAL EMPLOYEES. NEEDED BY NEARLY EVERY YARD ACTIVITY, THE VARIED JOBS OF THESE MEN AND WOMEN WHO LABORED AT TYPEWRITERS, DRAFTING BOARDS, OFFICE DESKS, WERE TOO NUMEROUS TO PICTURE ON THESE PAGES. ACCEPTING AN AVERAGE PAY SCALE LOWER THAN THAT OF THE INDUSTRIAL, PER DIEM WORKERS, THESE CLERKS, TYPISTS, STENOGRAPHERS, DRAFTSMEN, PHOTOGRAPHERS, REPAIR AND SERVICE SPECIALISTS ALL FORMED AN INDISPENSABLE COG IN THE INDUSTRIAL MACHINE OF MARE ISLAND . . . ALTHOUGH THEIR NUMBERS WERE CONCENTRATED IN THE SUPPLY DEPARTMENT AND THE ADMINISTRATION BUILDING, THE "4-B'S" WERE FOUND THROUGHOUT THE YARD. MANY OF THEM HANDLED SPECIAL ACTIVITIES SUCH AS THE GRAPEVINE, THE YARD PUBLICATION, WAR BOND ISSUANCE, THE INDUSTRIAL LABORATORY, THE POLICE AND FIRE DEPARTMENTS, THE MESSENGER LOBBY, MIMEOGRAPHING, HOUSING, AND MANY OTHER KEY ASSIGNMENTS.



"ERNIE" WICHELS



NO CHRONICLE OF THE CONTRIBUTIONS OF MARE ISLAND CIVILIAN WORKERS WOULD BE COMPLETE WITHOUT MENTION OF THOSE WHO WORKED IN THE SHIP'S SERVICE STORES, THE HOSPITAL, THE RED CROSS, THE HOSPITALITY ROOMS, FOR THE RECREATION AND WELFARE OFFICE. MANY OF THEM WERE WIVES OR RELATIVES OF SERVICE MEN, MANY WERE VOLUNTEER WORKERS, ALL WERE SERVING THE NAVAL PERSONNEL IN THE YARD AND ON THE FIGHTING SHIPS . . . ANOTHER IMPORTANT PART OF THE MARE ISLAND PICTURE WERE THE CAFETERIA WORKERS WHO HELPED KEEP THE INDUSTRIAL GIANT WELL BY KEEPING HIM WELL NOURISHED. AND THEN THERE WERE THE BUS TRANSPORTATION AND FERRY SERVICE MEN AND WOMEN WHO CARRIED THE WORKERS TO AND FROM THEIR DAILY TOIL. ALL HELPED "THE MAN BEHIND THE MAN BEHIND THE GUN" DO HIS

JOB.

SOME DATES TO REMEMBER

BRIGHT REFLECTOR OF THE STORY OF MARE ISLAND DURING THE WAR YEARS WAS THE GRAPEVINE, EDITED BY COMPETENT "LARRY" THORESON. THE GRAPEVINE CHRONICLED THE THRILLING STORY OF THE VITAL JOB DONE BY MARE ISLAND MEN AND WOMEN WHICH HELPED TO WIN THE WAR. THE FOLLOWING, THEN, ARE EXCERPTS FROM THE HEADLINE STORIES AND PICTURE CAPTIONS FROM THE GRAPEVINE DURING THE WAR YEARS—TRULY SOME "DATES TO REMEMBER"—

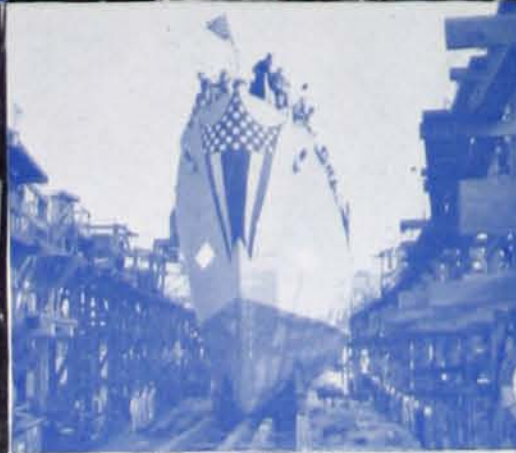
1941 DECEMBER—"The Battle May Be Lost, or May Be Won, by the Man Behind the Gun—Remember Pearl Harbor!" Mare Island now prepared for any war emergency . . . First Naval vessel slides down ways since war declared: Submarine Tender U.S.S. SPERRY launched 17 December . . .

1942 FEBRUARY—Oldest employee Henry Driscoll returns to work from retirement after 47 years, 6 months, and 15 days of service . . . Submarine U.S.S. WAHOO launched ahead of schedule as "Valentine for Hirohito" . . . Two keels laid: U.S.S. Tinsia (SS), 27 February, first of 24 escort vessels, 28 February . . . MARCH—1 March came the first 50 commute busses . . . Mrs. Sophia Kile of Vallejo, first woman employed in Mare Island shops, starts as a Machinist-trainee . . . U.S.S. Whale (SS) launched 4 March . . . Mare Island second in defense bond purchases during January . . . Destroyer U.S.S. Shaw in drydock for repair of Pearl Harbor damage . . . "Four shops receive 1941 Safety Awards." Admiral Friedell commends men for accident records . . . Mare Island employees praised by U. S. Senator Sheridan Downey . . . Ferry service to be expanded here . . . Mare Island forges ahead in War of Production to win the next Navy "E" Award. All-time record made 14 March, as two vessels launched and two keels laid without slowdown in production . . . Shop X-Denver a vital Mare Island activity. Seven Denver steel and engineering plants functioning as integral parts of Mare Island war-building program. More to start soon . . . Mare Island safest yard in the nation after 13 years of all-out war against safety hazards . . . APRIL—U. S. Senator Hiram Johnson expresses pride in work of Mare Island . . . Lt. R. R. Stevens, USN, and C. B. Cunningham are inventors which speed lifeboat launchings to 2½ minutes . . . MAY—U.S.S. Sunfish to be launched 2 May . . . New Labor-Management Joint Committee formed as idea reservoir to get ships built faster. Good ideas or suggestions to be handled through Beneficial Suggestion Program and place employees in line for cash awards . . . Mare Island out to win Bond flag by 10% payroll deductions . . . Women must dress according to safety demands in shops . . . Navy "E" to fly over Mare Island for six months. Frank Knox congratulates . . . Civilian Blood Bank started at Mare Island Naval Hospital . . . JUNE—Mare Island praised for having no reports of sabotage. Starts first major "shush" campaign . . . Women now playing an important part in our war production . . . Police move into new home . . . Lt. Comdr. E. W. Grenfell says Mare Island-built submarines best in world . . . U.S.S. Tunny launched . . . JULY—War doesn't stop for the Fourth! Neither does Mare Island. Nearly 35,000 shipbuilders work full speed ahead . . . Highest personal commendation received Monday from Admiral Ernest J. King, Commander-in-Chief of the United States Fleet, on tour of inspection . . . Telephone system to be doubled to carry wartime load . . . Vallejo-wide bus service starts . . . AUGUST—Mare Island to send delegation to Washington, D. C., to maintain maximum cooperation among all branches of Navy . . . Mare Island operates huge fleet of 300 commute busses over 29 different routes, 28,000 miles per day! Biggest of kind in the world . . . Screen Star Carole Landis broadcasts from Rodman Theatre. Mare Island Employees on "Vox Pop" program . . . H.M.S. Berry launched 29 August . . . M. I. to elect woman employee sponsor for warship . . . SEPTEMBER—U.S.S. Bushnell, submarine tender, launched 14 September . . . M. I. to send 18 to Washington meet . . . OCTOBER—U.S.S. Tinsia launched 7 October . . . Alyce R. Sawyers and Josephine L. Hollingsworth first women to win ratings as welders . . . H.M.S. Calder and the H.M.S. Byard soon to be launched . . . Navy Day, a work day, with bond rallies and sale of Jap Sub Souvenirs . . . Rose Lyons elected sponsor of the BDE-19 in contest . . . NOVEMBER—H.M.S. Duckworth launched 19 November. Sponsor, Rose Lyons . . . Robert Young and Marsha Hunt will help launch "Fighting Dollar Days" 30 November . . . DECEMBER—Chauffeurs awarded for safety . . . Mare Island shipbuilders to repair damage done to U.S.S. San Francisco in the battle of the Solomons. In her home port she will be refabricated by the men who built her . . . Today Mare Island remembers men who fight on this Second War Christmas . . .

1943 JANUARY—First star for "E" flag. Workers praised for achievement . . . First 1943 submarine, seventh since 7 December, the U.S.S. Seahorse launched 9 January . . . M. I. will buy war bonds to repair U.S.S. San Francisco . . . 22 January, Yard slogan "Mare Island Ships are fighting everywhere" adopted . . . FEBRUARY—Manufacturing of artificial limbs soon to be speeded at Mare Island Hospital . . . MARCH—Submarine U.S.S. Skate launched 4 March . . . Admiral Chester Nimitz lauds Mare Island in personal conversation with Commandant . . . Mare Island accident rate drops 61% . . . Cruiser to be named U.S.S. Vallejo is new goal for Mare Island . . . Ralph Bard, Assistant Secretary of the Navy, presents Navy bond flag at Yard rally . . . APRIL—Bill Robinson, King of Tap Dancers, to appear at a bond rally . . . Work of three firms at Denver praised this week when Admiral Friedell awarded them "E" flags . . . MAY—Surveys show Mare Island safest shipyard . . . Launching of the BDE-29 and BDE-30 . . . War Production Committee elections 11 June . . . JUNE—Second star for "E" flag. Efficiency of Yard is again recognized . . . Mare Island Follies show to spur U.S.S. Vallejo Bond Contest . . . Launching of the Destroyer-Escort U.S.S. Gillette 22 June . . . Merle Oberon, Hollywood star, visits patients at hospital . . . Famous movie stars scheduled for Fourth of July bond rally . . . JULY—rank Knox, Secretary of Navy, visits Yard . . . U.S.S. Fair and U.S.S. Manlove christened by widows of heroes . . . AUGUST—Mare Island Naval Hospital made Pacific area amputation center . . . U.S.S. Lake and the U.S.S. Lyman launched . . . SEPTEMBER—Another Mare Island sub-contractor wins Army, Navy "E"; small firms help in building war vessels . . . New cafeteria opened for benefit of Sub Base . . . Mare Island Recreation Association soon to be formed; plans varied events for employees . . . U.S.S. Gilmore, sub tender, christened by hero's widow . . . OCTOBER—U.S.S. Gudgeon, first M. I. ship commissioned after Pearl Harbor, receives Presidential Unit Citation for sinking 19 enemy ships during first eight patrols . . . M. I. labor recruiting starts in Midwest; Navy offices to assist in program . . . NOVEMBER—War Chest opens Monday; day's pay is asked for a year's relief . . . Bond drive, 1-7 December, brings Screen Actors Bob Hope, Jerry Colona, Frances Langford, Vera Vague and Sophie Tucker . . . DECEMBER—Mare Island wins fourth "E" Award.

1944 JANUARY—Rear Admiral Mahlon S. Tisdale succeeds Admiral Friedell as Commandant of Mare Island, 31 January . . . Mare Island's first 1944 launching 8 January, U.S.S. Spadefish (SS) . . . Wednesday, 19 January, Midwest recruiting intensified to overcome critical labor shortage . . . FEBRUARY—25 February, two more DE's launched: U.S.S. Finnegan, U.S.S. Creamer . . . MARCH—23 March, the U.S.S. Trepang, 12th SS since Pearl Harbor, hits the brink . . . Mare Island seeks 6,000 more housing units for 43,000 workers by 1 July and 47,000 by 1 January . . . Yard seeks more recruits as manpower crisis looms . . . APRIL—Mare Island establishes proud record for beneficial suggestions; 48% accepted in three months . . . New sub-base cafeteria opens . . . MAY—5 May, LCT Assembly Line—From Denver to Mare Island . . . Admiral Ernest J. King, Commander-in-Chief of the U. S. Fleet, says, "As our enemies are driven back, additional landing craft in ever increasing numbers will become an absolute necessity." As with DE construction, Denver prefabricates parts for LCT's. Ten companies in the mile-high Colorado city fabricate sections, deckhouses, forecastles, bulwarks and the ramp. Mare Island's job is to erect, regulate and complete the sections, to erect and complete the deckhouses, the forecastles, bulwarks and ramps. Mare Island's assembly line production of LCT's is one of the greatest wartime jobs ever tackled . . . Career emblems for employees who stay on job . . . 19 May, submarine No. 13 since 1 December 1941 launched—U.S.S. Spot. Principal speaker, Rear Admiral E. L. Cochrane, Chief, Ships . . . JUNE—M. I. undersea craft win four Presidential Citations . . . JULY—7 July, Mare to build another Wahoo. The men whose hands fashioned the first history-making ship will build another as avenger! . . . 28 July, Mare Island's U.S.S. Tullibee, launched in 1942, and U.S.S. Trout announced as missing . . . AUGUST—Submarine U.S.S. Springer launched; Mrs. M. S. Tisdale, wife of Commandant, sponsor . . . New lumber salvage yard ships 227,000 feet of salvaged lumber in one month . . . Biggest repair load in history forecasted . . . Labor turnover shows decrease of over 25% . . . SEPTEMBER—Another gold star added—U.S.S. Gudgeon reported overdue and presumed lost . . . Highest award for beneficial suggestion to James T. Wong, X-51, \$3,550 . . . NOVEMBER—Rear Admiral M. S. Tisdale, Commandant, expressed gratification for results in War Fund collection; total, \$129,940.72 . . . Mare Island's second cash War Bond Drive 7 December; goal set at \$2,000,000 . . . DECEMBER—Mare Island submarines make new records . . . U.S.S. Ward, Mare Island-built in 17½ days during World War I, sunk off Leyte. Tenth gold star for Mare Island's service flag . . .

1945 JANUARY—1 January 1945, launching of U.S.S. Stickleback (SS) . . . Rear Admiral Harold Bowen, U.S.N., director of the Office of Naval Patents and Inventions, praises Mare Island's workmen . . . FEBRUARY—12 February, U.S.S. Nereus, submarine tender, launched. A credit to women workers who handled much of important construction when men shifted to vital repairs. Not only on the Nereus have women distinguished themselves; in the loft, in the field, in the shop, office, and repair and riveting gangs they have earned undying gratitude of fighting men in the fleet . . . Mare Island tops in bond buying . . . MARCH—Famous guerrilla leader from Leyte speaks at Yard rallies . . . Heroes of Bastogne Tell Story to Mare Islanders at Rally . . . APRIL—M. I. meets urgent call for whole blood with 220 pints in few hours . . . M. I. Salvage Unit Benefits 60 Activities; saves 222,000 items, saving \$5,000,000.00 to government . . . Captain C. W. Ross (MC), USN, assumes new duty as C.O. Naval Hospital, relieving Captain Owen . . . MAY—Harry Murphy tells story of South Pacific battle zone tour . . . Mare Island breaks all its previous safety records . . . GRAPEVINE celebrates its Fourth Birthday . . . "Idea" man receive \$2,490 during week—beat all other Navy Yard marks (beneficial suggestions) . . . VICTORY IN EUROPE—President Truman's long-awaited announcement broadcast over Yard public address system at 6 A.M., immediately followed by messages from Fleet Admiral King, Rear Admiral Tisdale . . . Meritorious awards for 521 employees . . . Ship repair employees go on seven-day week to meet urgent work load . . . JUNE—Mare Island leads nation's Navy Yards in bond buying for fourth consecutive month . . . Full Sunday shift dropped as yard meets fleet obligations . . . Uniform shop efficiency rate system goes into effect . . . James Forrestal, Secretary of the Navy, commands Yard for efficient disposal of obsolete and surplus material . . . U.S.S. Hazelwood crosses ocean under own power after Nip suicide attack and undergoes repairs; entire forward superstructure a mass of wreckage . . . Final cash Bond Drive opens with gigantic rally . . . JULY—4 July, John Charles Thomas and Comdr. Jack Dempsey high spot of a week of War Bond sales rallies . . . Secretary of the Navy James Forrestal visits, expresses concern over the skilled manpower shortage in West Coast Yards . . . Another Mare Island Follies opens; hard work and good relaxation features Yard programs . . . Mare Island submarine crews lead in awards. Average 18.1 awards per ship to lead all other major building yards . . . Mare Island DE's praised . . . U.S.S. O'Brien, valiant destroyer, undergoing repairs here . . . Smashing over "unattainable" goal, Mare Islanders average \$54 per capita to top the nation's Navy Yards in cash War Bond buying; total, \$2,027,934 . . . AUGUST—14 August, YARD HAILS VICTORY. Shouts, Tears, Whistles, Horns, Confetti! Greet Announcement of Peace . . . 27 August, keeping pace, Yard looks to future with determination to remain "tops" in efficiency as "key" yard for Pacific.







A GALAXY OF "FIRSTS" SHINE IN THE MARE ISLAND BOOK OF WORLD WAR II

MARE ISLAND EMPLOYEES WERE NEVER SATISFIED WITH MIDDOCRE RESULTS. IN STRIVING FOR "FIRST PLACE" IN EVERY ACTIVITY, MARE ISLAND WAS COMPETING WITH OTHER FINE YARDS. TOP SPOT DID NOT ALWAYS CROWN OUR EFFORTS, BUT THE WILL TO WIN PRODUCED MORE THAN OUR SHARE OF "FIRSTS." RECORDS WERE SET IN PRACTICALLY EVERY FIELD . . . WE RECEIVED HIGH HONORS FOR BOND BUYING, FOR BENEFICIAL SUGGESTIONS, FOR SALVAGING PARTS AND MATERIAL, FOR SAFE WORKMANSHIP, AND FOR BUILDING AND REPAIRING NAVAL SHIPS IN RECORD TIME . . . WE WERE MIGHTY PROUD OF OUR BOND SALES, TOO. DURING THE WAR, MARE ISLAND FORGED TO THE TOP IN THE MONTHLY STANDINGS AMONG NAVY YARDS. SELDOM WAS OUR NAME BELOW THIRD PLACE, AND EVEN SINCE PEACE CAME, THE RECORD PURCHASES HAVE CONTINUED. IN THE FIRST EIGHT MONTHS OF LAST YEAR, MARE ISLAND WAS ON TOP SIX TIMES AND SECOND TWICE IN THE PAYROLL SAVINGS COMPETITION. IN CASH BOND DRIVES HELD EVERY 4 JULY AND 7 DECEMBER, EMPLOYEES MET QUOTAS MANY THOUGHT IMPOSSIBLE . . . THE SALVAGE ACTIVITY, SELECTED BY THE NAVY DEPARTMENT'S INDUSTRIAL SURVEY BOARD AS AN EXAMPLE FOR ALL OTHER BASES, LED IN THE FINAL TALLY AT WAR'S END. WE ACCOUNTED FOR MORE THAN 45 PER CENT OF THE TOTAL MATERIAL SALVAGED AND ISSUED BY ALL NAVY YARDS AND BASES . . . IN BENEFICIAL SUGGESTIONS—IDEAS WHICH SAVE TIME, LABOR, OR INCREASE EFFICIENCY IN ANY WAY—THE "IDEA" MEN AND WOMEN OF MARE ISLAND CAME FORWARD WITH 1,930 DIFFERENT SUGGESTIONS ADOPTED FOR A SAVING OF MILLIONS OF DOLLARS IN TAXPAYER'S MONEY. FOR THESE IDEAS, OUR INVENTIVE WORKERS RECEIVED A TOTAL OF \$48,445 IN AWARDS, LED BY JIMMY WONG'S MAXIMUM AWARD FOR "PES-STUFFED PACKING BOXES." ONLY OTHER YARD TO TOP 1,000 SUGGESTIONS WAS NORFOLK, WITH 1,338 AWARDS . . . SAFETY WAS A FETTER, AND WE LED THE NATION IN 1943 AND HELD TO ONE OF THE TOP RUNGS THE REST OF THE WAY . . . "THAT'S IMPOSSIBLE!" WAS ALWAYS A RED FLAG TO THE MARE ISLANDER. OVERNIGHT PRODUCTION OF ROCKET CASINGS IN UNPRECEDENTED NUMBERS CAME AS THE RESULT OF JUST SUCH A CHALLENGE . . . OTHER MARE ISLAND "FIRSTS" WERE FOUND IN THE TRANSPORTATION, HOUSING, AND FEEDING PROGRAMS . . . WE HONORED, MANY YEARS AGO, IN APPRENTICE SCHOOL TRAINING. THE SCHOOL GREW DURING THE WAR, AND A SPEEDY "TRAINERS" SCHOOL FOR NEW EMPLOYEES WAS AN EARLY WAR SUCCESS. THE FIRST WOMAN TO GO INTO INDUSTRIAL WORK AT A NAVY YARD STARTED AT MARE ISLAND . . . "I" AWARDS, BOND FLAHS, SHIPS PREFABRICATED IN A CITY 1,300 MILES FROM THE SEA AND A MILE ABOVE THE SEA. COMMUNITY CHEST AND RED CROSS DRIVES . . . ALL WERE TAKEN IN THE MARE ISLAND STRIDE.

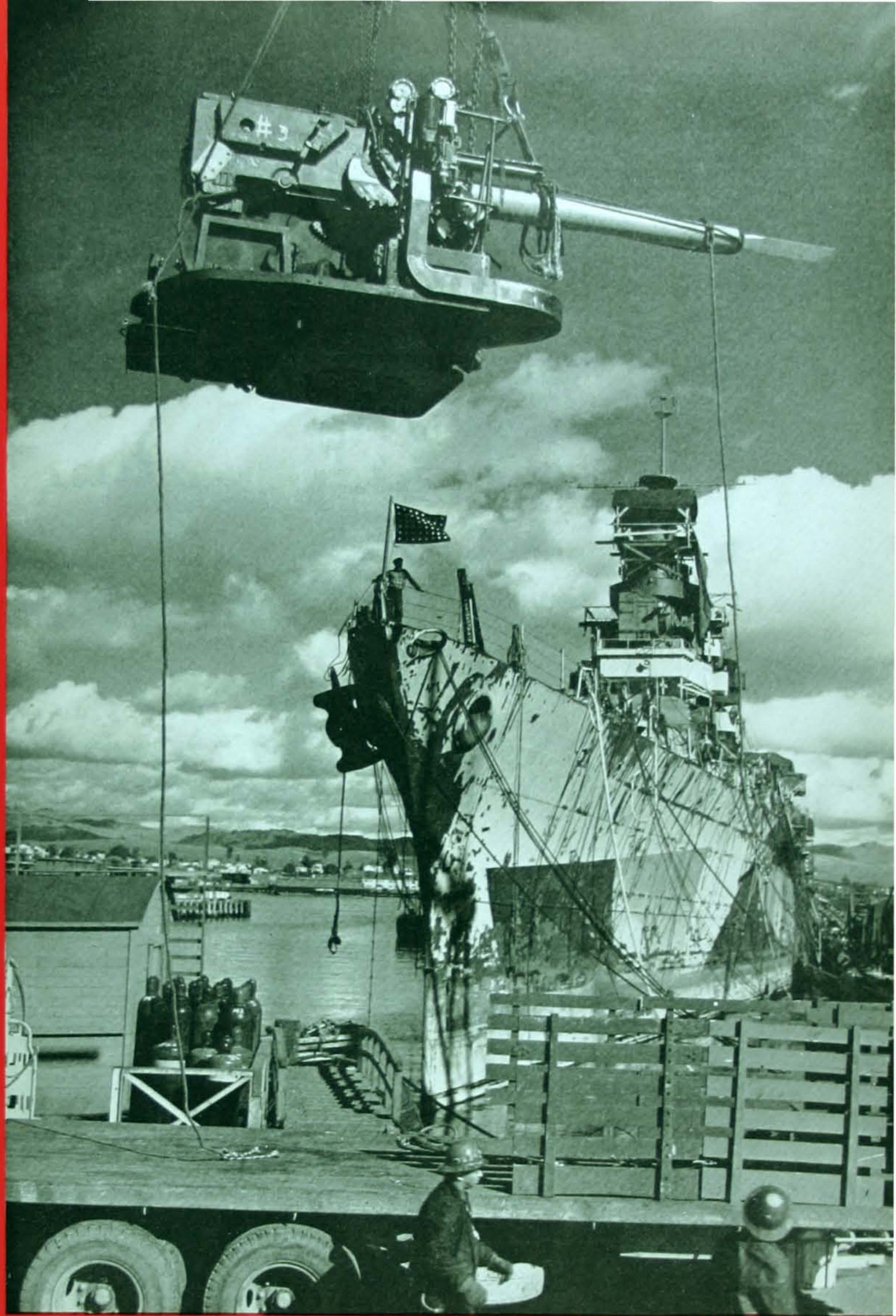


TO FLEET ADMIRAL CHESTER W. NIMITZ, USN, AND THE MEN WHO FOUGHT UNDER HIM FROM PEARL HARBOR TO JAPAN WENT MOST OF THE PRODUCTION OF THE DAY AND NIGHT LABORS OF MARE ISLAND EMPLOYEES. FROM ADMIRAL NIMITZ CAME PRAISE FOR THE EFFICIENT AND SPEEDY WORK OF THE MEN AND WOMEN WHO MANNED THE PRODUCTION LINE AT MARE ISLAND AND FROM ADMIRAL NIMITZ CAME DEMANDS FOR MORE SPEED, FOR MORE PRODUCTION, MORE SHIPS BUILT AND REPAIRED FOR THE FIGHTING LINE . . . MARE ISLAND MET THESE DEMANDS—WHO WOULDN'T, FOR SUCH A FIGHTING LEADER OF FIGHTING MEN WHOM WE NOW SALUTE AS OUR CHIEF OF NAVAL OPERATIONS!

"LASH-UP!"

**THE SUBMARINES WENT OUT
AND THE JAPANESE WENT DOWN
THE GUNS WERE REPAIRED AND INSTALLED
AND SPOKE A MIGHTY ROAR OF VENGEANCE AT SEA
CRUISERS, DESTROYERS, SUBMARINES WERE MADE READY
AND CRIPPLED AND SINKING JAP HULKS TOLD THE STORY**





IN MEMORIAM

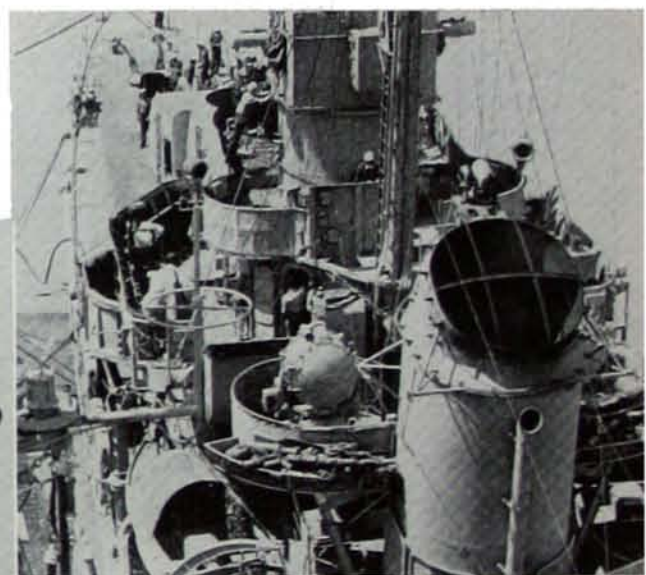
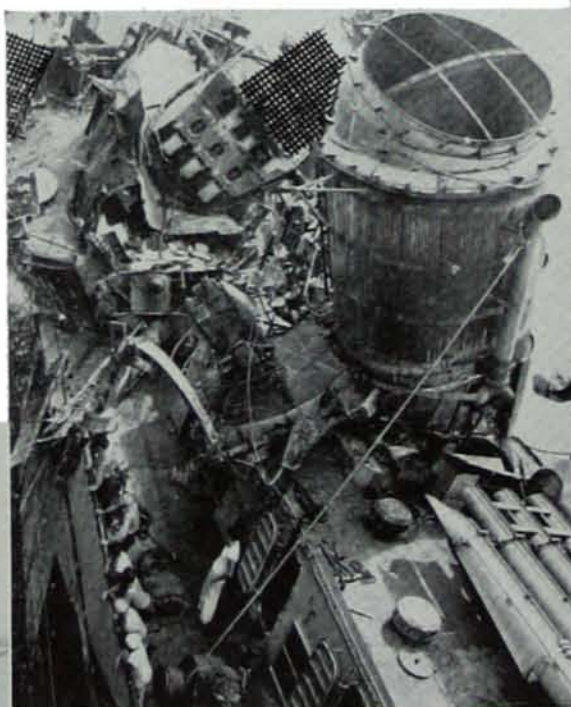
HUMBLE, WITH CLENCHED FISTS AND A TIGHTENING IN THE THROAT, WE HEARD OF SHIPS THAT WOULD NEVER RETURN. WHO SAYS SHIPS HAVE NO SOULS? FOR, WE REMEMBER THEM AS FRIENDS. WE WORKED ON THEM. WE REMEMBER THEM, AND TO THESE SHIPS AND THE GAL-LANT MEN WHO MANNED THEM WE OWE OUR GREATEST TRIBUTE. IN SILENT MEMORY WE PAY HOMAGE TO OUR MISSING FRIENDS, THE LAST OF WHICH TO LEAVE US WAS THE CRUISER USS INDIANAPOLIS, PICTURED ABOVE JUST BEFORE HER LAST VOYAGE.

PICTURES in

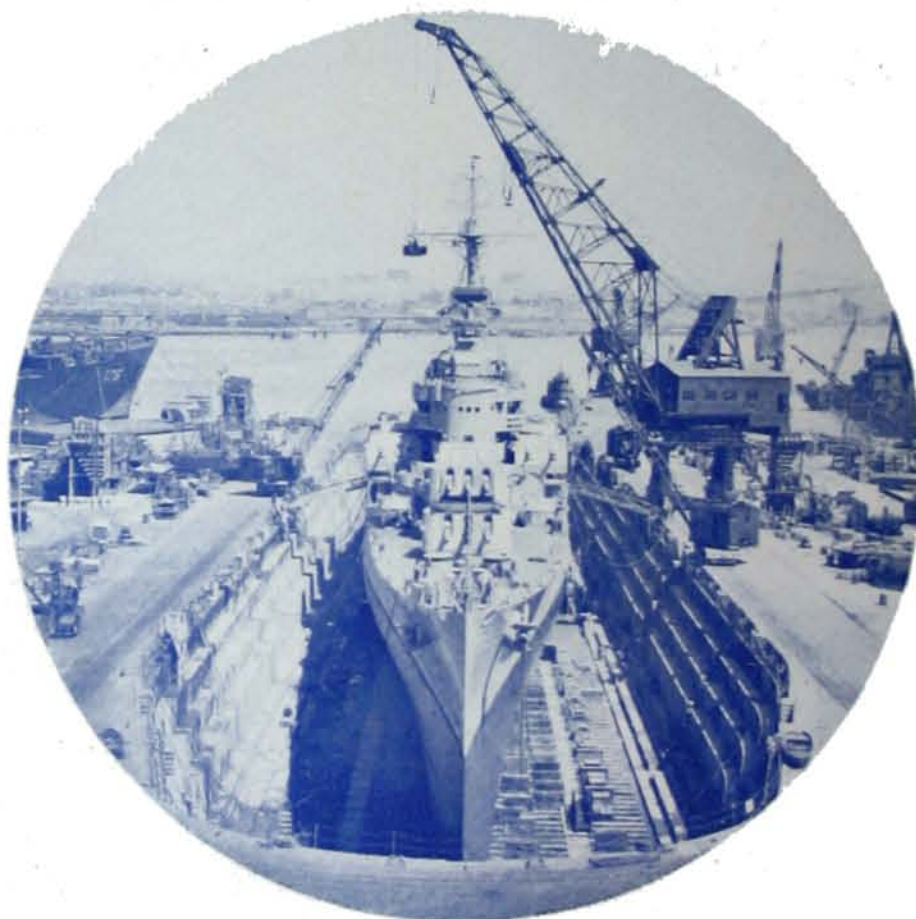


CONTRASTS, THEN AND NOW, AND BEFORE AND AFTER, TELL A VIVID STORY OF INDUSTRIAL DEVELOPMENT AND SKILL. . . . FOR EXAMPLE COMPARE THE CIRCLED PICTURES. ON THE LEFT IS A WATERFRONT SCENE AT MARE ISLAND IN THE EARLY DAYS WHEN STEEL AND STEAM WERE BEGINNING TO REPLACE THE ROMANTIC OLD WOODEN SAILING SHIPS. IN THE CIRCLE ON THE NEXT PAGE IS THIS SAME SECTION OF WATERFRONT, FROM ANOTHER ANGLE, REFLECTING OUR MODERN INDUSTRIAL AGE.

AN EARLY SUBMERSIBLE IS SEEN BUILDING. COMPARE THIS WITH THE MODERN FLEET TYPE U.S.S. SILVERSIDES, FIRST MARE ISLAND SUBMARINE LAUNCHED AFTER WAR STARTED . . . THE GALLANT DESTROYER U.S.S. HAZELWOOD CAME IN WITH HER SUPERSTRUCTURE A MASS OF TWISTED WRECKAGE, SMASHED BY A JAP "KAMIKAZE." CONTRAST THIS PICTURE WITH THE SAME VIEW AFTER SKILLED WORKMEN HAD REPAIRED THE DAMAGE.



PAIRS



THE MARE ISLAND BUILT LCT 937 IS PICTURED IN A PACIFIC LANDING OPERATION NEXT TO A SHOT TAKEN AS SHE TOOK HER TRIAL RUNS IN SAN FRANCISCO BAY . . . THE "OLDTIMERS" PICTURE, UPPER RIGHT, IS FAMOUS THROUGHOUT THE NAVY, AND IS FOUND HANGING ON MANY WARDROOM BULKHEADS. NO WHISKERS ON THE MODERN "MAC'S" BELOW, BUT IT'S A SAFE BET THAT LIBERTY AND THE LADIES STILL TAKE UP LARGE SPACE IN THE CONVERSATION PIECE.



THROUGH

VIGNETTES OF WAR DAYS . . . THE BIG LIFT,
"GOING UP!" . . . SENATOR SCOTT LUCAS
PAYS A VISIT . . . TRANSPORTATION HAULS
A BIG ONE . . . BETTER BUY BONDS, OR TAKE
YOUR MEDICINE . . . SIGN OF THE TIMES . . .

THE

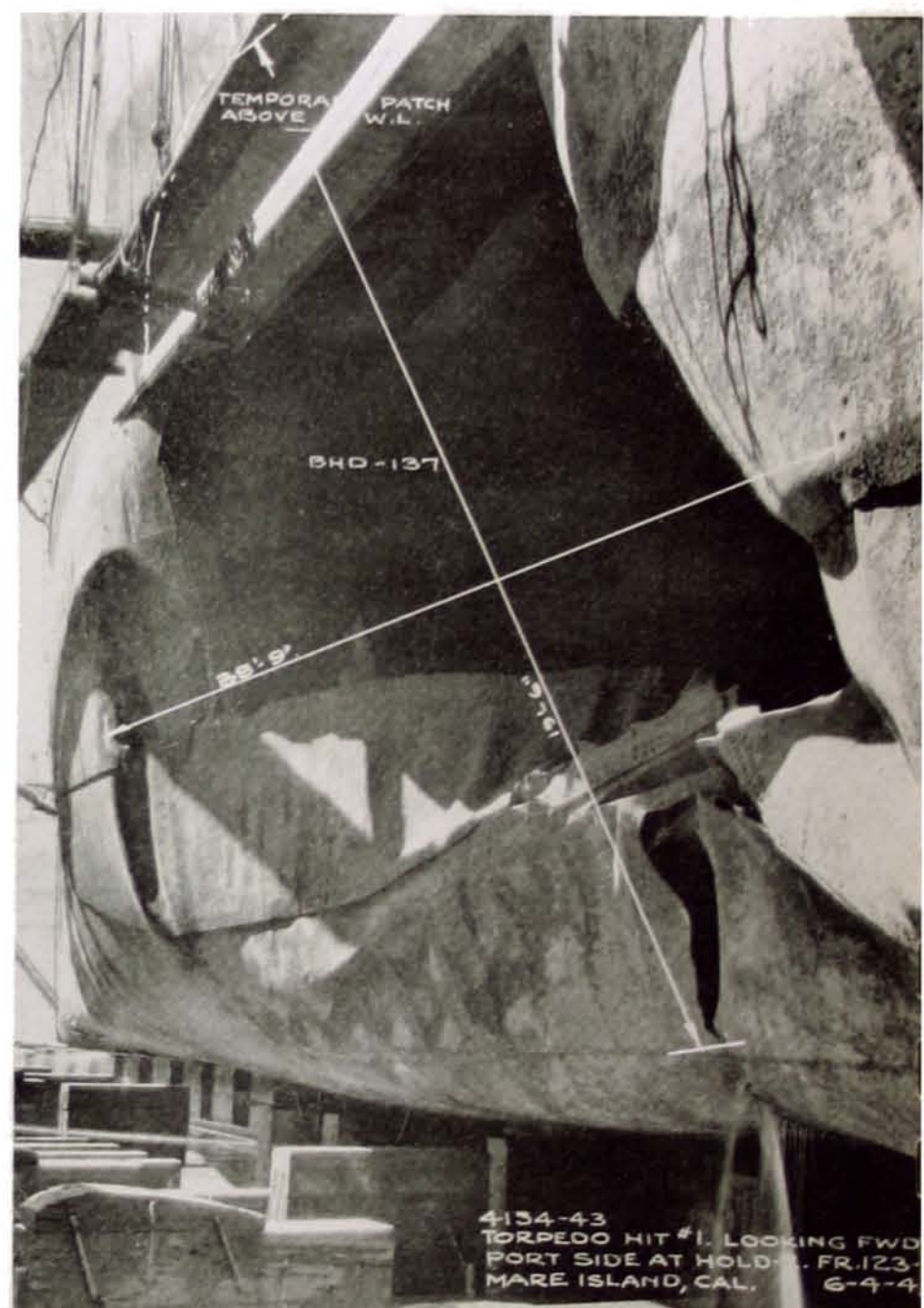
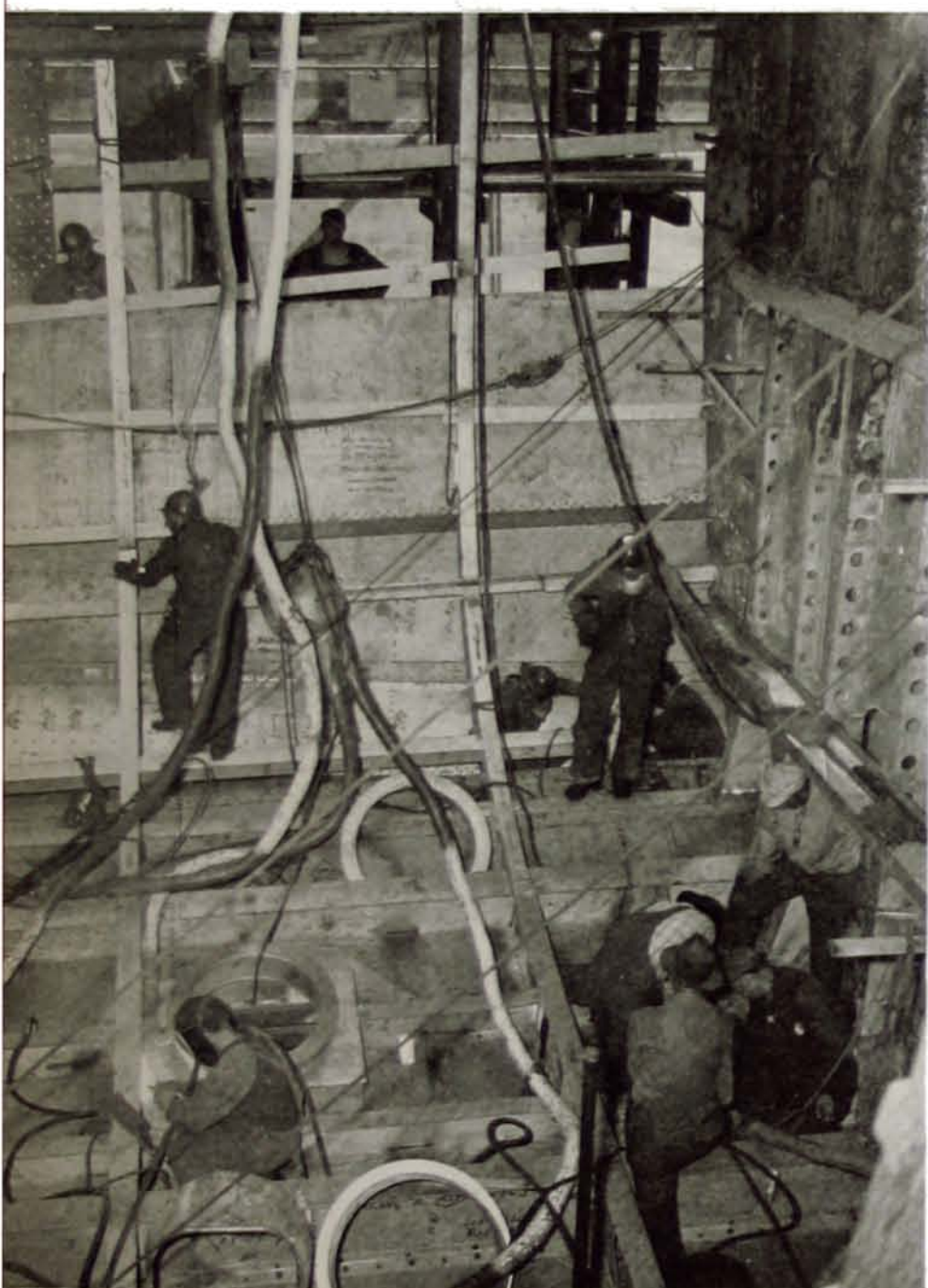
ALL WORK AND NO PLAY MAKES JACK A
DULL BOY . . . ANOTHER DAY OF BACKING
THE FLEET . . . LOAD HER UP, SHE'S READY
TO GO! . . . "FOR DISTINGUISHED SERVICE"
(TO YOU AND MANY OTHERS) . . .

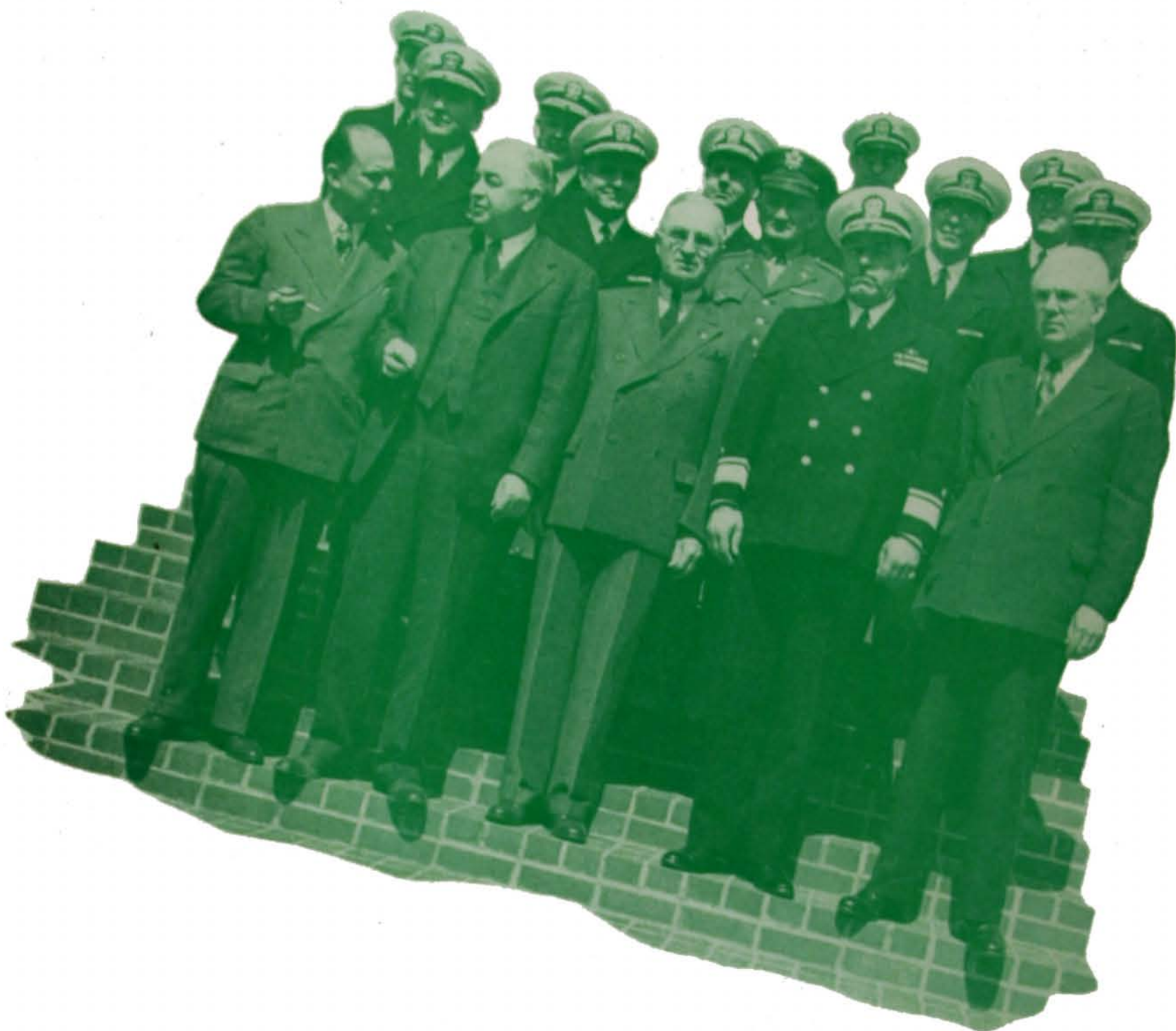


KALEIDOSCOPE

THERE SHE GOES! . . . TOM BECK OF COLLIER'S
MAGAZINE TAKES A TOUR OF THE YARD . . . CI-
TATION: ANOTHER WINNING AWARD . . . HARD
AT WORK . . . NOW WILL YOU BUY THAT BOND?







OUR COMMANDER-IN-CHIEF . . .

WHEN HE CAME TO MARE ISLAND AS HEAD OF THE TRUMAN SENATE INVESTIGATING COMMITTEE, LITTLE DID HARRY TRUMAN REALIZE THAT BEFORE THE END OF WAR AND IN THE PEACE THAT FOLLOWED, THIS GIGANTIC INDUSTRIAL CENTER WOULD BE PART OF HIS COMMAND AS COMMANDER-IN-CHIEF OF THE ARMED FORCES . . . THEN-SENATOR TRUMAN EXPRESSED HIMSELF AS PLEASED WITH THE EVIDENCE OF INDUSTRIAL ACTIVITY AND EFFICIENCY HE SAW ON THE YARD. SCENES OF CONSTRUCTION, REPAIR, AND OVERHAUL, SUCH AS THOSE PICTURED ON THE OPPOSITE PAGE, WERE WITNESSED BY THE SENATE COMMITTEE. THEY FOUND THE RALLY CRY, "PRODUCTION PLUS BONDS EQUALS VICTORY" ABLY SUPPORTED BY ALL THE MASTERS, SUPERVISORS, OTHER YARD LEADERS, AND ALL THE EMPLOYEES . . . FRUITION OF A HISTORICAL INNOVATION, THE ASSEMBLY OF SHIP SECTIONS, PREFABRICATED OVER 1,000 MILES FROM THE SEA IN THE STATE OF COLORADO, ON A MODERN ASSEMBLY-LINE AT MARE ISLAND, WAS WATCHED BY SENATOR TRUMAN AND HIS GROUP. THIRTEEN SEPARATE FIRMS IN DENVER, COLORADO, SHARED IN THE PREFABRICATION OPERATION FOR DESTROYER-ESCORTS, AND LCT'S, (THE AMPHIBIOUS CRAFT PICTURED ON THE MARE ISLAND ASSEMBLY LINE, TOP-CENTER, ON THE OPPOSITE PAGE) OUR HUGE FLOATING CRANE WAITS IN THE BACKGROUND TO LIFT THE FINISHED PRODUCT OVER THE CAISSON TO THE CHANNEL . . . OTHER DISTINGUISHED VISITORS TO MARE ISLAND IN 1944 WERE THE BOARD OF DIRECTORS AND MANAGEMENT HEADS OF THE SANTA FE RAILROAD (PICTURED LOWER RIGHT AS THEY WERE WELCOMED BY ADMIRAL TISDALE AND HIS STAFF).



APT. REPAIRS, ENGINEERING, AND MAINTENANCE
CAPT. D. G. FARRAGUT COMMANDING

CROSSPATCH OF HISTORY

A CROSS SECTION OF MARE ISLAND HISTORY IS FOUND ON THIS PAGE. THE WORK, THE FUN, THE ACCOMPLISHMENTS, ARE ALL REFLECTED HERE . . . A CHECKERBOARD OF LIFE AND TIMES, AND LABORS AT THE YARD OF MANY RECORDS.

OWN AND PLENTY

EXTRA

SOLANO COUNTY'S MORNING LEADING NEWSPAPER
TIMES HERALD THE NEWS CHRONICLE

JAP SURRENDERS

Peace Comes To Entire World

OFFICIAL

Governor Names
Oakland Man
to Expire

War
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MacARTHUR NAMED BOSS OF JAPANESE

WASHINGTON, Aug. 14—President Truman announced tonight that the Japanese government has accepted the surrender terms without qualification.

He made the announcement at a press conference. He read a statement which said:

"I deem this reply a full acceptance of the Potsdam declaration which specified the unconditional surrender of Japan. In the reply there is no qualification."

The President also revealed that he will see each of the Allied forces commander to receive the Japanese of the cessation of the above mentioned terms.

He said, Allied forces commander would be signed, but it has been decided to suspend the ceremony until the Japanese government has accepted the surrender terms.

The President did not say where the ceremony would take place, but it is expected that it will be held in the Pacific.

The President, sitting in a blue double-breasted suit, blue shirt and, disheveled blue hair, sat at his desk, smiling at his face, as almost 500 reporters crowded his executive offices.

He was surrounded by high ranking members of his official family. A woman in a white dress was seen in the background, and a man in a white shirt and tie was seen in the foreground.

He was his first time to see the Japanese, and he was his first time to see the Japanese.

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E!

The War Is Won, Our Job Goes On

Yard Hails Victory

Shouts, Tears, Whistles,
Horns, Confetti Greet
Announcement of Peace

THE GRAPEVINE

Commandant
Comments on
M. I. Future

STRANDED IF YOU RELAY
Guess They Think We're
Going to "Save" Them!



THE NAVY LOOKS AHEAD

Adm. Wright

Adm. Wright

ION RECORD BROKEN THE GRAPEVINE

Victory In Europe
Comment
In 1918—
Parades,
Parties
In 1945—
Prayers,
Progress

Reporter
Problem Is
Intensified

Members Award
To Be Presented To
All Ford Employees

THE GREATEST YEARS

AS OUR ARMY AND NAVY STARTED DOWN THE HOME STRETCH TO VICTORY, IN 1944-45, THE MARE ISLAND COMMAND GIRDED ITSELF TO MEET THE CHALLENGE OF THE ALL-OUT FINAL DRIVES, GREW TO PEAK SIZE IN PLANT AND PERSONNEL. BY LATE 1944 AND THROUGH 1945 TO THE END OF THE WAR, THE MARE ISLAND COMMAND, UNDER REAR ADMIRAL TISDALE, INCLUDED THE HOME YARD OF MARE ISLAND, THE AUXILIARY YARD AT HUNTERS POINT (COMMANDED FIRST BY THEN CAPTAIN N. L. RAWLINGS, USN, AND LATER BY COMMODORE J. W. FOWLER, USN), AND SUPERVISION OF NAVAL REPAIR IN UPWARD TO 30 PRIVATE SHIPYARDS THROUGHOUT THE BAY AREA. IN ADDITION, THIS GREATEST NAVAL REPAIR AND CONSTRUCTION COMMAND OF ALL TIME INCLUDED SUPERVISION OF PREFABRICATION WORK IN COLORADO, AND SPECIAL CONTRACT WORK "FARMED OUT" TO SMALL BUSINESSES ALL OVER THE WESTERN STATES.

PREPARATION FOR THE FRAMEWORK OF THIS NAVAL REPAIR AND CONSTRUCTION EMPIRE WAS STARTED BEFORE THE WAR BY ADMIRAL FRIEDEL AND HIS ASSISTANTS, BUT AT NO TIME WAS IT GREATER IN SIZE AND OUTPUT THAN IN THE CLOSING MONTHS OF THE WAR, WHEN OVER 150,000 MEN AND WOMEN ON SAN FRANCISCO BAY, AND THROUGHOUT THE WESTERN UNITED STATES, LABORED MIGHTILY TO BACK UP THE FINAL PUSH ON JAPAN, SO COSTLY IN MEN AND SHIPS.

IN THOSE DAYS THE FANATICAL FURY OF JAPANESE SUICIDE "KAMIKAZE" PILOTS TOOK THEIR GREATEST TOLL. SHIP AFTER SHIP RETURNED TO SAN FRANCISCO IN URGENT NEED OF REPAIRS. AVAILABILITY DATES ASSIGNED BY THE PACIFIC COMMAND WERE UNUSUALLY SHORT. THOSE SHIPS WERE NEEDED BACK IN A HURRY. CONGRATULATORY MESSAGES FROM ADMIRAL NIMITZ AND HIS FLEET COMMANDS ATTEST TO THE SPEEDY AND EFFICIENT REPAIR OF THESE PRIORITY JOBS. IT WAS DURING THOSE DAYS THAT MARE ISLAND NAVY YARD AND ALL UNITS UNDER THE MARE ISLAND COMMAND EARNED THEIR GREATEST GLORY, AND COMPLETED THIS PROUD WAR RECORD:

NAVAL VESSELS CONSTRUCTED 392

SHIPS REPAIRED AND OVERHAULED 4,560

COMMANDING THE WESTERN SEA FRONTIER DURING THE FINAL DAYS OF WAR WAS ADMIRAL ROYAL INGERSOLL, USN, AND AT THE HELM OF THE 12TH NAVAL DISTRICT WAS REAR ADMIRAL CARLETON WRIGHT, USN "BOSS-MAN" AT THE NAVY YARD FROM 28 JANUARY 1944 UNTIL ITS DISESTABLISHMENT ON 30 NOVEMBER 1946 WAS REAR ADMIRAL MAHLON S. TISDALE, USN.



ADMIRAL INGERSOLL INSPECTS



LEADERS ALL . . .

MARE ISLAND FROM THE AIR





REAR ADMIRAL RAWLINGS

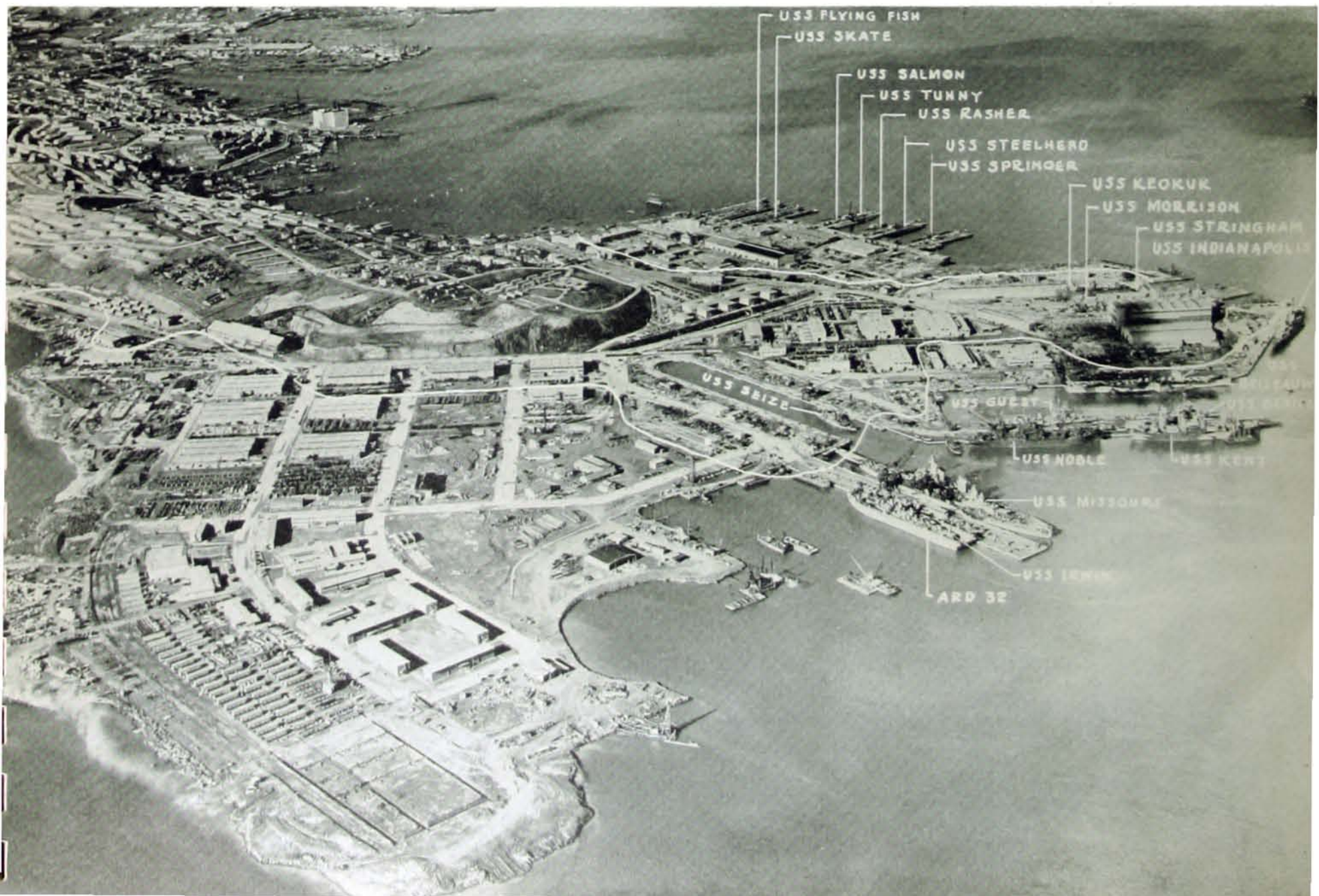


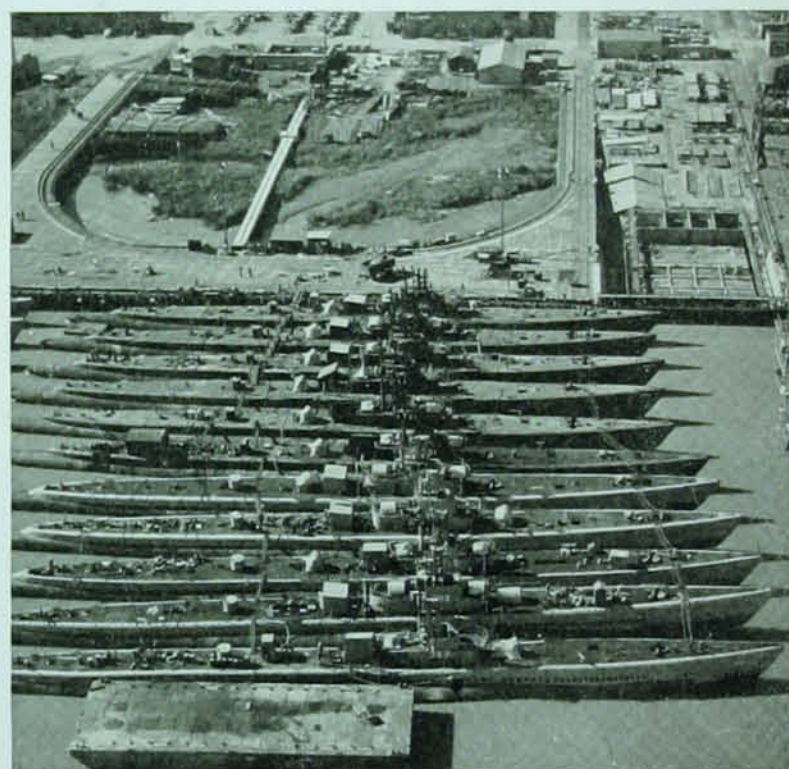
COMMODORE FOWLER



ONE OF MANY BAY AREA PRIVATE SHIPYARDS DOING NAVAL REPAIR

WHITE LINE, SUPER-IMPOSED ON AERIAL VIEW OF HUNTERS POINT IN 1945, INDICATES SIZE OF THAT YARD BEFORE ENLARGEMENT BEGAN IN 1941.





INDUSTRIAL BEAUTY

MARE ISLAND IS A CITADEL OF PRODUCTION AND SERVICE, BUT MARE ISLAND ALSO HAS THE RUGGED BEAUTY LACKING IN MANY ANOTHER INDUSTRIAL CENTER. FROM THE AIR OR FROM THE GROUND, IMPRESSIVE VIEWS GREET THE VISITOR. THE GIANT MACHINE SHOP, 1,000 FEET LONG AND LARGEST OF ITS KIND WEST OF THE MISSISSIPPI RIVER, STANDS MAJESTICALLY IN THE CENTRAL PART OF THE YARD. THE FINGER PIERS AT THE SOUTH END REACH OUT HUNGRILY FOR THE SHIPS THAT COME IN, OFFERING PROTECTIVE HAVEN, AS WORKMEN STREAM ABOARD TO REPAIR THE WOUNDS, MAKE OLD PARTS NEW. THE TEEMING WATERFRONT NEVER CEASED TO BE A BEEHIVE OF ACTIVITY THROUGHOUT THE WAR. THE VERY STRENGTH OF CHARACTER AND PURPOSE BROUGHT HERE BY THE STURDY PIONEER SHIPBUILDERS OF LONG AGO SEEMS TO BE REFLECTED IN THE WELL SPACED BUILDINGS, MASSIVE PIERS, AND GIANT CRANES THAT COVER MARE ISLAND . . . INDUSTRIAL ACTIVITIES, ADMINISTRATIVE BUILDINGS, NAVAL AND MARINE COMPOUNDS, RECREATIONAL AREAS, WATERFRONT AND AMMUNITION DEPOT, ALL THE MANY COMPONENTS OF MARE ISLAND ARE CAREFULLY LAID OUT ACROSS ITS 2,247 ACRES . . . THE LARGEST SINGLE NAVAL SHIPYARD IN AREA IN THE WORLD.



POWER AND SUPPLY . . . FIREFIGHTERS SCHOOL



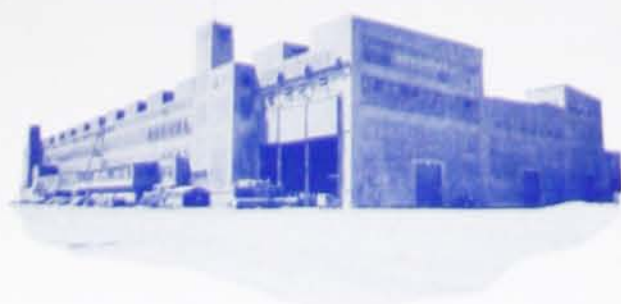
OLDEST SHOP . . . BEAUTY AND PRODUCTION



SAILORS' BARRACKS . . . RODMAN CENTER



MODERN AGE ELECTRONICS . . . ADMINISTRATION



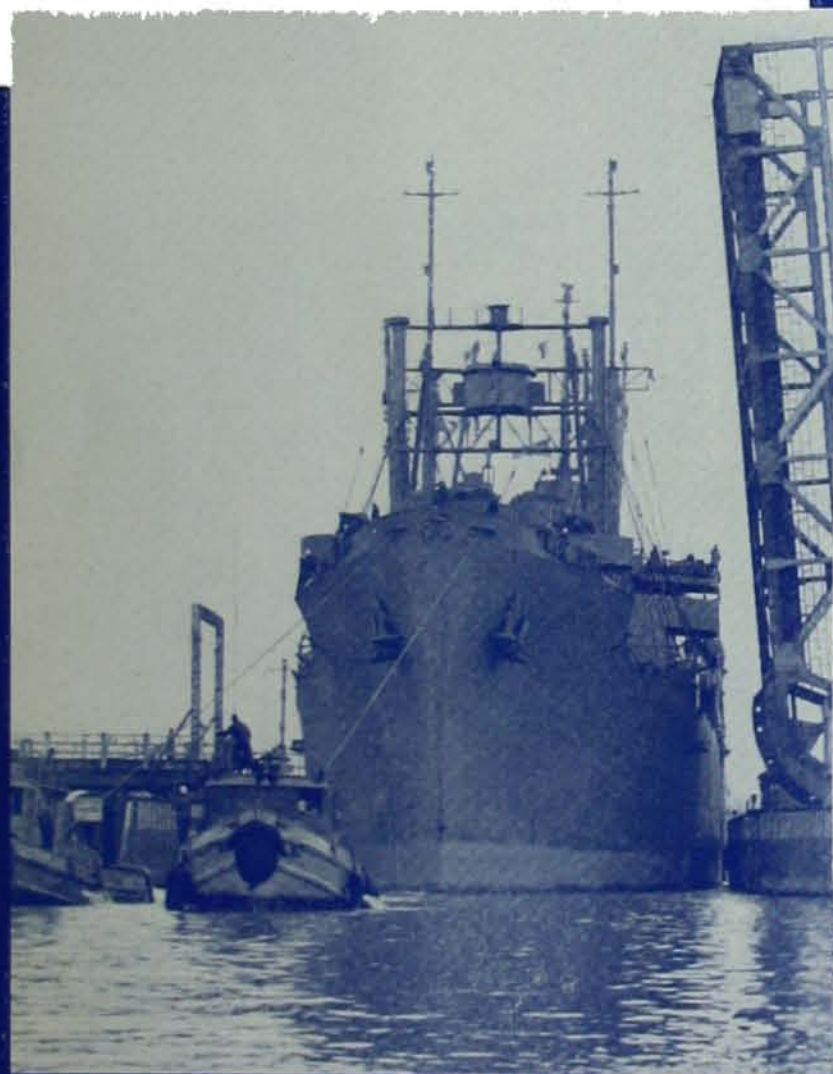
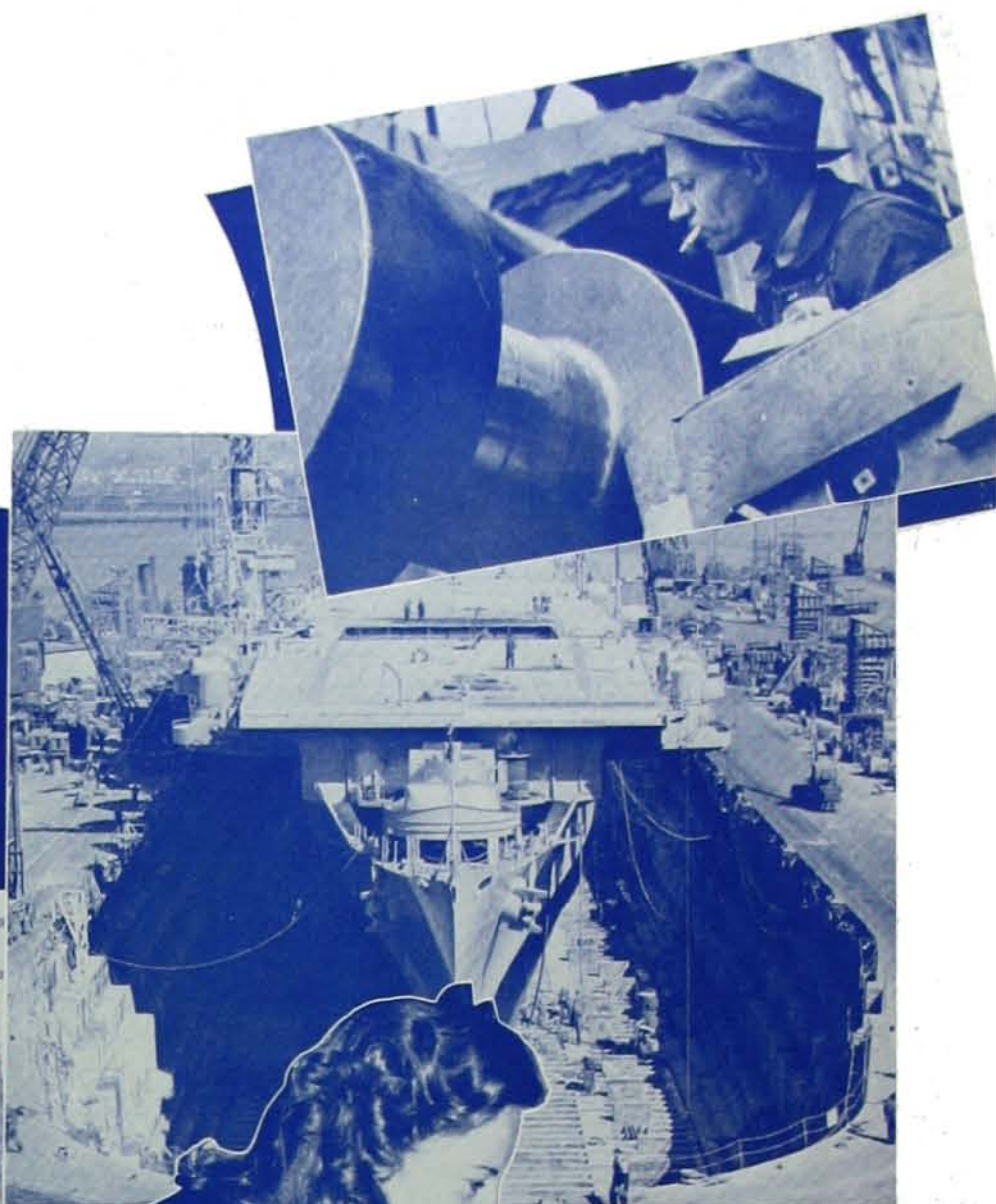
SHIPFITTERS . . . ELECTRIC AND MACHINE SHOP



MARE ISLAND NAVAL SHIPYARD, VALLEJO, CALIFORNIA, BORN TO A TASK

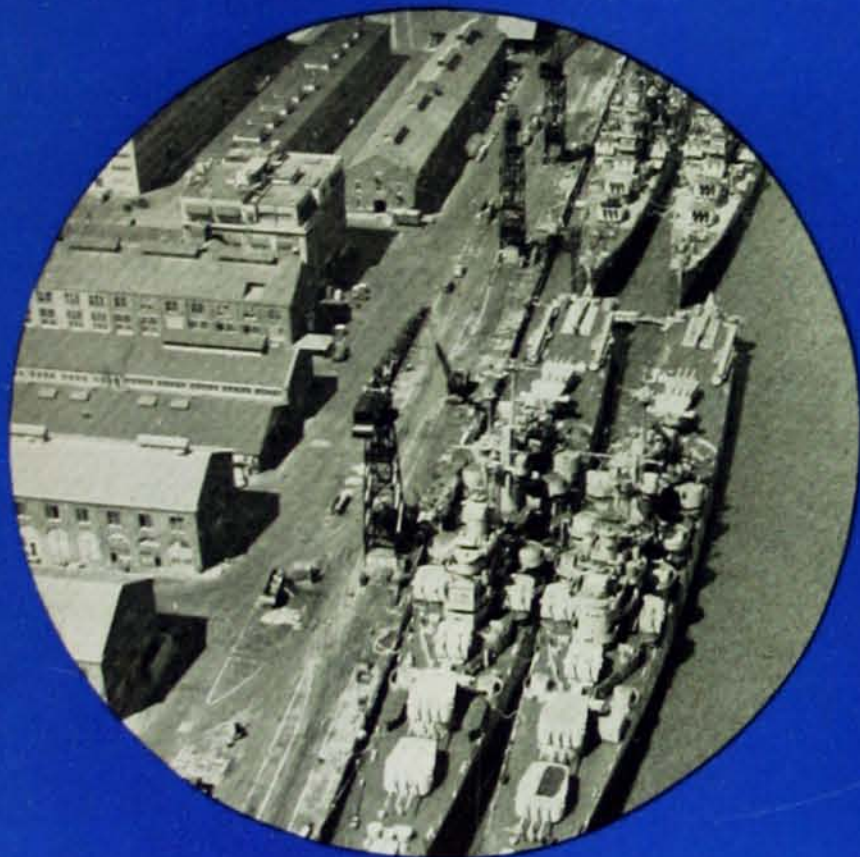


ON 30 NOVEMBER 1945 MARE ISLAND REACHED ANOTHER MILESTONE IN ITS HISTORY. ON THAT DAY NAVY YARD, MARE ISLAND, WAS DISESTABLISHED. ITS LAST COMMANDANT, REAR ADMIRAL TISDALE, ASSUMED HIS NEW COMMAND OF THE U. S. NAVAL BASE, SAN FRANCISCO. THE OLD NAVY YARD BECAME MARE ISLAND NAVAL SHIPYARD, VALLEJO, CALIFORNIA, UNDER ITS NEW COMMANDER, REAR ADMIRAL KLEIN.



ALTHOUGH MARE ISLAND CHANGED IN NAME, IT DID NOT CHANGE IN SPIRIT, SKILL, AND INDUSTRY. WITH TYPICAL VIGOR, THE NEW SHIPYARD, UNDER ITS NEW COMMANDER, ADMIRAL KLEIN, TURNED TO THE TASK OF KEEPING THE "MAGIC CARPET" VESSELS RUNNING, BRINGING THE MEN HOME, AND TO THE IMPORTANT JOB OF PREPARING DESTROYERS, CRUISERS AND SUBMARINES FOR THE RESERVE FLEETS. NO "RED LEAD ROWS" AFTER THIS WAR. THE MIGHT OF THE FLEET MUST BE CAREFULLY PRESERVED, BE READY FOR ANY EMERGENCY ON A MOMENT'S NOTICE . . . JUST AS THE SKILLED REPAIR AND OVERHAUL OF THE SHIPS OF THE ACTIVE FLEET MUST GO ON, SO DID THE CARE OF THE WOUNDED AND SICK CONTINUE WITH THE SAME SKILL AND PATIENCE AT THE HOSPITAL. AS ALWAYS, THE SUFFERING STILL COME FIRST, MUST ALWAYS BE REMEMBERED.





SUMMARY OF A JOB WELL DONE

As Mare Island approaches the start of a new year, 1947, with the calm confidence of experienced production experts, well preserved units of the 3rd Fleet, commanded by Vice Admiral Howard F. Kingman, USN, and vital submarines and tenders of the 19th Fleet, commanded by Western Sea Frontier Commandant Admiral R. S. Edwards, USN, lie along the waterfront. The regular work of routine overhaul and repair of the active fleet continues. The job of the shipyard goes on.

Before turning to a look at the future, it would be well to review the brilliant construction and repair records of the employees of Mare Island during the war years. An excellent summary of these activities was published in the "Grapevine's" Navy Day edition for 1945: Illustrative passages are reproduced here:

"When the grandchildren of some Mare Island workman cluster around his knee at some future date and ask him, 'What did you do during the Great War, Grandpa?' he can tell them that he worked at the Navy Yard that built 5 sub tenders, 19 submarines, 34 destroyer escorts, 216 LCT-6s, and 87 LCT-5s during the days of the world-wide conflict." (And if so disposed he could tell them his Yard also turned out numerous YFs, YRs, YSDs and YOs.)

The Navy Day, 1945, commissioning of the sub tender Nereus was the fifth such event Mare Island marked up since the "big and beautiful Fulton" slid down her ways on 27 December 1940."

"Within less than a year, on 17 December 1941, the tender Sperry sped down Mare Island's No. 1 ways, and in less than a week, the keel plates of the U.S.S. Bushnell swung into position.

"Nine months later, on 14 September 1942, the Bushnell dipped into the waters of the Mare Island channel and made room for the Gilmore.

"An honorary welder put the first tack on the Gilmore's keel on 12 December 1942, and by 16 September 1943 she found herself dripping champagne and being nubbled into a quay berth as Yard workmen once more readied the still-hot ways for the building of another ship of her class.

"That ship was the Nereus. Begun on 11 October 1943 she was launched on 12 February 1945.

"Designed to repair, refit, supply and service the ships of the vast U. S. Submarine Fleet, Mare Island's tenders left for war service as complete floating Navy Yards with the population of small cities.

"They tended their broods of submarines like efficient mothers and no small part of the success of America's subs during the war against the Axis powers can be laid to the competent care of the hard-working tenders.

"In many instances it was the prompt and proficient attentions administered by the Mare Island-built Fulton, Sperry, Bushnell and Gilmore that sent subs like the Mare Island-built Tuna, Gudgeon, Silversides and Trigger back into action again after they had suffered the ordeals of punishing war patrols.

"The Tuna, Gudgeon, Silversides and Trigger were but four of the 19 submarines constructed here as the war raged.

"After the Trigger came the Wahoo, Whale, Sunfish and Tunny. Then the Tinosa, Tullibee, Seahorse, Skate, Tang, Tilefish and Spadefish. And lastly, the Trepang, Spot, Springer and Stickleback.

"During the height of the war, newly built submarines went skidding into the Mare Island channel with such monotonous frequency that passing workmen no longer paused to watch a launching.

"But these same workmen often paused to wonder what happened to these sleek, black undersea raiders once they left Mare Island and headed out into deadly seas.

"Occasionally they knew, as when the grim words came through that the Gudgeon, the Pompano, the Wahoo, the Trigger, the Tullibee, the Tang and the Swordfish were 'long overdue and must be presumed lost.'

"But in most cases it was not until the war was over and the wraps of naval censorship lifted from the 'silent service' that Yard workmen learned of the magnificent feats the ships performed which they had helped build. It was not until then that they knew the vital part these Mare Island ships had played in winning the struggle against a cunning and ruthless enemy.

"Then, as word came over the Yard public address system at 4:01 p.m. on Tuesday, 14 August 1945, that the Japanese Empire had gone down to defeat and that the war was over, stories began to pour in.

"The Seahorse, launched here on 9 January 1943, had sunk 26 enemy ships, received the Presidential Unit Citation, torpedoed a Jap sub off Saipan, withstood 16 hours of depth charging at 40 fathoms.

"The Spadefish, launched here on 8 January 1944, had sunk and damaged 32 ships totaling 160,000 tons, earned the Presidential Unit Citation and four Navy Crosses, sunk a Jap carrier and destroyer.

"The Springer, launched here on 3 August 1944, had got four enemy destroyers, rescued nine B-29 flyers from the waters off Tokyo, shook off 24 depth charges while stalking a Japanese transport ship.

"The Sunfish, launched here on 2 May 1942, had destroyed 167,000 tons of enemy shipping, sunk or damaged 42 ships, patrolled off Truk and Saipan during carrier strikes at these islands, sunk two lead ships of a Jap convoy off Honshu, sunk 14 sea trucks in a three-hour gun battle in the Kuriles.

"The Tinosa, launched here on 7 October 1942, had sunk 24 Nipponese ships, damaged nine, destroyed 245,000 tons of enemy shipping, survived bomb damage off Truk.

"And so it went. Every day new stories of heroism, daring and bravery involving Mare Island-built submarines came off the press wires and over the radio.

"Mare Islanders were proud of the submarines their hands and hearts had produced.

"But they were also proud of their DEs: their swift, maneuverable little destroyer escorts that played such a key role in licking the Nazi submarine menace in the Atlantic and made the sea lanes safe for the mighty United Nations' convoys which supplied the men and materials for the invasion of France and the drive to Berlin.

"During the Mare Island DE program, which started on 28 February 1942 with the keel laying of the Brennan and the Doherty, and continued on through the launching of the Halsey on 11 April 1944, Mare Island sent 34 fleet and deadly destroyer escorts off to the wars.

"From the mile-high city of Denver, Colorado, came prefabricated sections of DEs to be assembled here on building ways which seemed to spring into existence overnight on the northern tip of Mare Island.

"What once was a useless tule marshland suddenly blossomed into a humming beehive of shipbuilding activity that produced the answer to the German U-boat threat and sent the vicious wolf packs scurrying back to their concrete lairs in the Hun homeland.

"By 12 October 1943 Mare Island had already launched what amounted to a small Navy in itself, but on this date still another shipbuilding program started here.

"More beaches have to be taken, said the Navy, and we've got to have more landing craft to take them with.

"Mare Island promised and delivered those landing craft. During the program, which started on 12 October 1943 with the keel laying of the LCT-6s 914 and 915 and ended with the launching of the LCT-6 1390, Mare Island produced 216 of this type of craft, and 87 LCT-5s.

"Up onto the beaches of Normandy and the Jap-held islands of the Pacific went the landing craft built by the Mare Island Navy Yard. Out of them poured the manpower and firepower that set the enemy tottering and eventually pounded him into submission.

"Mainly, this is the story of the part Mare Island's new construction program played in the final defeat of the Axis.

"But behind it all shines the efforts and sweat of thousands of American men and women from every state in the Union who toiled here to make this story possible.

"They came from every corner, crossroad and plain in the United States, and from all walks of life. They were of every color, race and creed."

They helped build the ships and they helped repair and overhaul the ships. For, from the unforgettable Sunday morning of 7 December 1941 to the unforgettable afternoon of 14 August 1945, when the sands of the Japanese Empire had run out and the tables of war had made their complete turning, Mare Island employees had completed 766 separate repair and overhaul assignments. (This remarkable record did not include the thousands of repair jobs carried out at Hunters Point, and under the supervision of the Mare Island command through the Assistant Industrial Manager at the Ferry Building, San Francisco.)

"The names of the fighting craft repaired here and sent back to battle reads like a roster of the hero ships which blasted the enemy from the high seas.

"Many of these ships will never again be seen in Mare Island finger piers or drydocks. They hounded and pounded the Japanese from the Aleutians to the home islands; they gave better than they took, and they went down fighting.

"Gone from the scene are the Mare Island wartime-repaired cruisers Astoria, Helena, Indianapolis and Vincennes, and the Mare Island-built and repaired Chicago.

"Gone also are the wartime-repaired subs Albacora, Flier, Grampus, Harder, Pickrel, Pompano, Tang, Wahoo, S-27 and S-28; the auxiliaries Kanawha and McKean, and the destroyers Abner Read, Benham, Blue, Bush, Cushing, Gwin, Henley, Hull, Jarvis, Mahan, Monaghan, O'Brien, Parrott, Perkins, Porter, Preston, Reid, Tucker, Walke, William D. Porter and Worden.

"They were all part of the vast fleet of ships that was repaired here between 7 December 1941 and 14 August 1945, and Mare Islanders knew them well.

"No Yard workman who was a part of the Yard's repair crew will ever forget the battle damage projects aboard ships like the Denver, Helena, San Francisco, Alchiba, Shaw, Cassin, Downes, Hazelwood and Isherwood.

"The project aboard the Denver alone took 173,871 man-days to complete, and that aboard the Alchiba, which took three torpedo hits, 81,399 man-days to finish.

"Mare Island's tremendous job on the destroyers Shaw, Cassin and Downes made battle repair history.

"Virtually torn in half during the Pearl Harbor day bombing, the Shaw, fitted with a temporary bow and navigated from the after deck house, ploughed her way across the Pacific to find a new bow and bridge waiting for her at Mare Island.

"When she sailed to revenge her wounds, she was a better and more modern ship than the one the Japs thought they had destroyed on 7 December.

"Caught in drydock and bombed relentlessly during the sneak attack, the destroyers Cassin and Downes were so nearly destroyed as to make their repair practically a new construction job.

"Work began here on what was left of the Downes on 15 October 1942, and work on the blasted and blackened Cassin began on 16 November of the same year.

"By 4 December 1943 work on the Downes was completed and she was ready to strike back at the enemy that had stabbed her in the back. By 19 February 1944 the Cassin, too, was armed and set for action.

"Struck at her waterline by a torpedo, the cruiser Helena, later sunk in the Kula Gulf in July of 1943, was another Pearl Harbor casualty that Mare Island quickly put back into the fighting lineup.

"Later on in the war, as the Nips read the handwriting on their Shinto Shrines and furtively sought to stave off the inevitable by hurling suicide planes into American warships, the destroyers Hazelwood and Isherwood pulled into Mare Island with their decks and superstructures a shambles from the effects of the Kamikazes.

"Yard workers dug in, and only the end of the war saved the Japs from more destruction at the hands of these hero ships.

"With every type of carrier urgently needed for the final drive on Japan, the battle stained and strained Cowpens was forced to tie up here for an overhaul that was long overdue.

"The appeal went out from Naval Headquarters to get her back into action in a hurry.

"Mare Island got her back in a hurry.

"The list of ships repaired here during the dark and deadly days of the war is a long one, and every name on that list brings back memories of Mare Island blood, sweat and tears.

"There are cruisers like the San Diego, who led the way into Tokyo Bay for the signing of the Japanese surrender; the Salt Lake City, St. Louis, Boise, Chester, Detroit, Honolulu, Minneapolis, Nashville, New Orleans, Phoenix, Portland, Raleigh and Trenton.

"Destroyers like the Paul Jones, heroic old four-stacker of the 'red lead fleet,' and the O'Bannon, Caldwell, Dunlap, Fletcher, Gansevoort, Hopewell, Jenkins and Meade.

"Only a few of the 517 ships which this Yard repaired during the war (many of them two, three and four times) have been mentioned, but Mare Island workmen need no mention of them to bring them to mind.

"They worked on them; they sent them back into action when they were sorely needed; they remember them."



A LOOK TO THE FUTURE . . .



TODAY, MARE ISLAND, OUR NATION AND THE ENTIRE WORLD STAND AT THE CROSSROADS OF CIVILIZATION, ON THE THRESHOLD OF THE ERA OF ATOMIC POWER. THE RESULTS FROM HIROSHIMA, NAGASAKI AND FROM THE BIKINI ATOMIC BOMB TESTS HAVE PLACED A GRAVE RESPONSIBILITY UPON THE SHOULDERS OF OUR DIPLOMATS. VICE ADMIRAL W. H. P. BLANDY, USN, COMMANDER OF JOINT ARMY-NAVY TASK FORCE ONE, WHO DIRECTED THE BIKINI TESTS, HAS PUBLICLY STATED THE ONLY SURE DEFENSE AGAINST ATOMIC BOMBS WOULD BE THE OUTLAWING OF THEIR USE AS WEAPONS OF WAR. BUT, LACKING CERTAIN, UNBREAKABLE AND PERMANENT GUARANTEES SATISFACTORY TO ALL NATIONS FOR SUCH ATOMIC CONTROL, THE RESULTS FROM BIKINI HAVE GIVEN US MANY VALUABLE GUIDEPOSTS TO KEEPING THE NAVY STRONG AS A MODERN DEFENSE AGAINST ANY POSSIBLE ATTACK IN THIS NEW ERA.

RADICAL CHANGES IN TACTICS AND DESIGN HAVE ALREADY BEEN INDICATED. IN THE LATTER FIELD, MARE ISLAND AGAIN STANDS READY TO CARRY OUT ITS APPOINTED TASK. HOWEVER, ONE LESSON, LEARNED AFTER WORLD WAR I, IS ALREADY BEING FORGOTTEN. SEVERE LIMITATIONS IN ARMY AND NAVY BUDGETS HAS REDUCED EMPLOYMENT FROM A PEAK OF 42,000 TO A BARE 12,000 MEN AND WOMEN. MANY SKILLED CRAFTSMEN HAVE BEEN LOST, GONE TO OTHER FIELDS OF ENDEAVOR. HISTORY REPEATS ITSELF IN ITS STUPIDITIES AS WELL AS IN ITS TRIUMPHS. BUT MARE ISLAND, BECAUSE OF ITS HERITAGE OF NEARLY 100 YEARS OF SKILLED REPAIR AND CONSTRUCTION OF NAVAL SHIPS, WILL MEET THE ECONOMIC CHALLENGE AGAIN, BE EVER READY TO DO ITS PART IN KEEPING THE UNITED NAVY STRONG AND PREPARED FOR ANY EVENTUALITY.

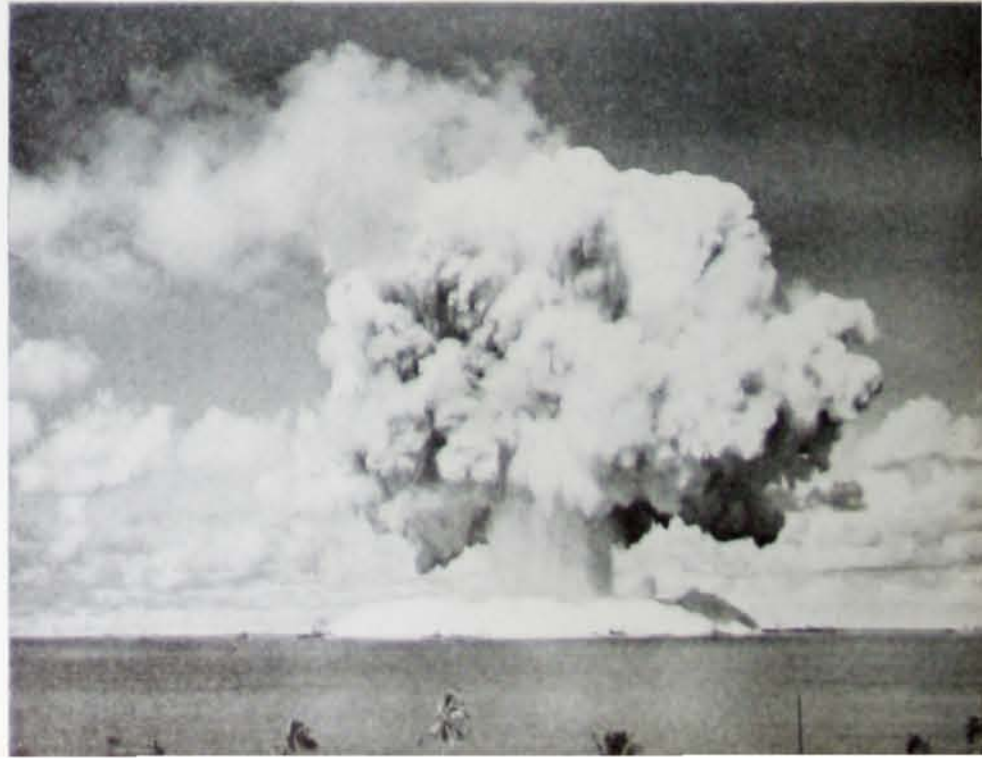
IT IS OUR HERITAGE OF THE PAST, THE SKILLS ACQUIRED, THE EXPERIENCE ACCUMULATED, THAT HAS MADE US WHAT WE ARE TODAY. WE ARE DEPENDENT UPON OUR PAST FOR OUR GROWTH IN THE FUTURE. MISTAKES OF THE PAST SHOULD NOT BE FORGOTTEN. LESSONS LEARNED SHOULD NOT PASS UNHEEDED.

WE MUST REMEMBER THE PAST AS WE LOOK TO THE FUTURE. WE SHOULD REMEMBER NOT ONLY THE PRACTICAL TEACHINGS OF EXPERIENCE IN SHIP-BUILDING AND REPAIR, BUT THE CONTRIBUTIONS OF MANY WORKMEN TO THE GROWING "KNOW-HOW" WE HAVE ACCUMULATED. THE "OLD-TIMERS" WILL ALWAYS BE OUR BRIDGE OF SKILLS FROM THE PAST, THROUGH THE PRESENT, TO THE FUTURE. NOR MUST WE FORGET THE SACRIFICES OF THOSE WHO FOUGHT AND DIED ON THE FIELDS OF BATTLE, OR IN THE LINES OF PRODUCTION HERE AT MARE ISLAND, NOR YET THE LIVING, WHOSE SACRIFICE BROUGHT THEM TO A HOSPITAL BED. WE MUST, AS WE DID DURING THE WAR, EVER LEND OUR SUPPORT TO A STRONG UNITED STATES GOVERNMENT, IN INDUSTRIAL EFFORT, MORALLY, AND THROUGH THE PURCHASES OF UNITED STATES BONDS.

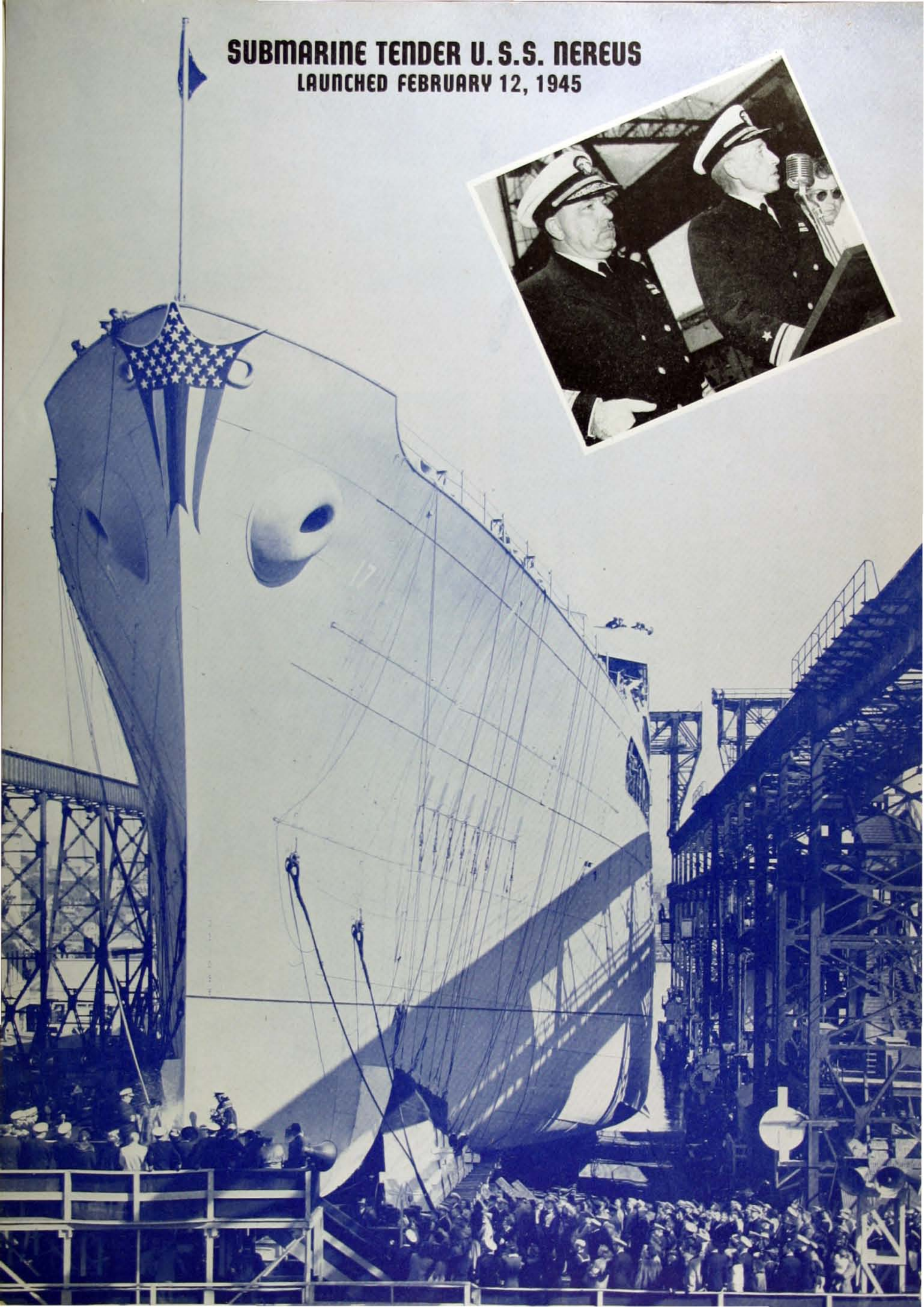
THE COMPOSITE OF OUR PAST PROVIDES THE OVERTONES OF OUR FUTURE. THE DIRECTION OF OUR PATHS LIES IN THE HANDS OF OUR LEADERS, DEALING ACROSS INTERNATIONAL BOUNDARIES. WE PRAY THAT SUCH MEN, BORN TO GOODWILL, WILL FORGE AN INDESTRUCTIBLE CHAIN OF PEACE AROUND THE WORLD. IT WILL EVER BE OUR TASK TO KEEP THE UNITED STATES STRONG, SHOULD ONE OF THE LINKS OF THAT CHAIN EVER PART.

AS WE LOOK TO THE FUTURE, OUR LEADERS ABOUT MARE ISLAND ARE STRONG MEN, SKILLED AND DETERMINED: ADMIRAL EDWARDS, COMMANDANT, WESTERN SEA FRONTIER; VICE ADMIRAL KINGMAN, COMMANDER, 3RD FLEET; REAR ADMIRAL BEARY, COMMANDANT, 12TH NAVAL DISTRICT; REAR ADMIRAL TISDALE, COMMANDANT, NAVAL BASE, SAN FRANCISCO; REAR ADMIRAL KLEIN, COMMANDER, MARE ISLAND NAVAL SHIPYARD. IN WASHINGTON, OUR SECRETARY OF THE NAVY FORRESTAL STILL HOLDS THE HELM, WITH HIS UNDER SECRETARY SULLIVAN, AND ASSISTANT SECRETARIES AND NAVY CHIEFS. ALL THESE AND MANY MORE MAKE UP THE TEAM DIRECTING THE PROGRESS OF MARE ISLAND ALONG A PATH OF DESTINY WHICH WILL BE SHARED WITH THE WHOLE WORLD.

INDEED, THE FUTURE OF MANKIND, WHETHER IN WAR OR PEACE, CAN BE SUMMED UP IN THREE PICTURES ON THE OPPOSITE PAGE: OUR YOUNGER GENERATION, GROWING UP; THE UNITED NATIONS, PICTURED AS THEY VISITED MARE ISLAND IN 1945; AND THE ATOMIC BOMB EXPLOSION ON BAKER DAY AT BIKINI. BUT, THE IMPLICATIONS OF THIS PICTURE SEQUENCE MAY NOT BE HEADED. THEREFORE WE MUST, AND WE WILL, BE PREPARED TO BACK UP THE SHIPS THAT GO TO SEA WITH THE INDUSTRIAL MIGHT OF MARE ISLAND IN THIS WORLD OF ELECTRONICS AND ATOMIC POWER.



SUBMARINE TENDER U. S. S. NEREUS
LAUNCHED FEBRUARY 12, 1945



Air View of
MARE ISLAND NAVY YARD

VALLEJO, CALIFORNIA



Air View of
VALLEJO, CALIFORNIA

THE NAVAL CITY OF THE WEST
ACROSS THE CHANNEL FROM
MARE ISLAND NAVY YARD

